

*Cable Steamer "Patrick Stewart."*

17. The cable steamer "Patrick Stewart" steamed 6,228 knots, and the engineering staff were absent from head-quarters on cabling work for 66 days during the year. The actual earnings of the ship were ₹716-6-10.

## MEKRAN COAST LAND LINE.

18. The total lengths of this line remained the same as in the previous year, *viz.*, 698 miles of line and 1,392 miles of wire.

The total interruptions (*i.e.*, simultaneous interruptions to both wires) during the year lasted for 5 days, 10 hours, 7 minutes. Partial interruptions (*i.e.*, those not affecting communication) amounted to 826 hours.

The causes of the faults are summarised as follows:—

	Number.	Duration, Hours.
Definitely traced to preventable causes—		
Faulty construction . . . . .	—	—
Faulty maintenance . . . . .	1	17
Corroded wires . . . . .	32	545
Working parties . . . . .	2	3
Other preventable causes . . . . .	—	—
Unpreventable causes—		
Cyclones and floods . . . . .	10	302
Animals and birds . . . . .	1	3
Malice . . . . .	8	82
Unknown causes . . . . .	1	4

*General Remarks.*

19. Nothing of particular interest occurred during the year; the districts along the line remained quiet and the people friendly.

*General Observations.*

Great damage was done to the telegraph buildings at Manora by the cyclone which occurred in June 1902. The frontage on the harbour was completely washed away, and the two piers badly damaged. The repairs and renewals needed to put matters right have necessitated considerable expenditure.

## PERSIAN SECTION.

## TEHERAN-BUSHIRE LINE.

20. The length of this line remains the same as last year, *viz.*, 693 miles of line and 2,079 miles of wire.

No total interruptions occurred throughout the year. The faults from all causes, including contacts between the wires during the past three years, have been—

Year.	1 Wire.	2 Wires.	3 Wires.
	Hours.	Hours.	Hours.
1900-1901 . . . . .	347	54	Nil
1901-1902 . . . . .	283	13	Nil
1902-1903 . . . . .	172	6	Nil

The causes of the faults may be summarised as follows:—

	Number.	Duration, Hours.
Definitely traced to preventable causes—		
Faulty maintenance . . . . .	—	—
Working parties . . . . .	—	—
Unpreventable causes—		
Cyclones and exceptional storms . . . . .	1	4
Floods . . . . .	—	—
Lightning . . . . .	1	3
Snow . . . . .	—	—
Fires . . . . .	—	—
Trees falling other than those caused by cyclones . . . . .	—	—
Animals, birds, and dead snakes . . . . .	6	56
Malice . . . . .	10	99
Other unpreventable causes . . . . .	2	7
Unknown causes . . . . .	—	—
Faults in offices . . . . .	3	9

21. *Wilful Damage*.—700 acts of wilful damage were reported during the year, being 179 more than last year. They were distributed along the line as follows :—

Sub-section.	Locality.	No. of Miles.	No. of Acts, 1901-1902.	No. of Acts, 1902-1903.
1st	Teheran to Soh (68 miles north of Ispahan).	194	126	184
2nd	Soh to Abadeh (180 miles north of Shiraz).	186	77	63
3rd	Abadeh to Shiraz	157	228	295
4th	Shiraz to Bushire	156	90	158

The amount claimed from the Persian Government for damages was Krans 16,456.\* Of this sum Krans 50 were collected locally; the balance, Krans 16,405, has not yet been paid.

*General Remarks.*

22. There is nothing of particular interest to report during the period under review.

TEHERAN-MESHED LINE.

23. This line is the property of the Persian Government, but maintained by the Indo-European Telegraph Department. It is 568 miles in length. It worked satisfactorily during the year and was interrupted for only 85 hours.

No events of a political nature affected this line during the year

CENTRAL PERSIA LINE.

24. The construction of the line from Kashan to the Eastern frontier of Persia under the terms of the Convention with Persia of 16th August 1901, was commenced on the 2nd December 1902 and 141.25 miles had been completed by 31st March 1903. No difficulty other than climatic interfered with the progress up to 25th March 1903, but afterwards the work was somewhat delayed owing to material not arriving from the coast in time.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

STORES.

25. The principal items of expenditure under this head have been as follows :—

	R
Stores purchased in India	9,855
London stores, including freight, landing charges and exchange	6,07,014
Stores from other Departments	10,258

The following were the principal issues of stores, including adjustments to the end of March 1903 :—

	R
Repairs to cable	43,917
Cable steamer	32,452
Jask-Muscat cable	22,822

The issues to repairs and renewals of land line and offices in the Persian Gulf Section amounted to R29,918, and in the Persian Section to R22,521.

H. A. KIRK,  
Director-in-Chief.

INDIA OFFICE,  
25th November 1903.

\*  $3\frac{1}{2}$  Krans = 1 Rupee approximately.



## APPENDIX A.

## SUMMARY of EXPENDITURE on CAPITAL ACCOUNT to 31st MARCH 1903.

Capital expenditure on 31st March 1902																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</
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## APPENDIX B.

## REVENUE ACCOUNT for the Year ended 31st MARCH 1903.

[illegible]



APPENDIX B. (1.)

STATEMENT showing DETAILS of WORKING EXPENSES for past FIVE YEARS.

YEAR.	Account Heads.	Establishments.	Apparatus and Plant.	Office Expenses.	Store-keeping Charges.	Repairs to Lines and Buildings.	Repairs to Cables.	Cable Steamer.	Subsidies.	Miscellaneous.	Total as per Finance Accounts.	Expenditure by other Departments.	Total as per Administrative Accounts, Appendix B.
1898-99	General Charges	R 1,87,408	—	R 5,704	R 514	...	R —	R —	R 22,590	R 6,171	R 2,22,387	R —	R 2,22,387
	Line Maintenance	61,072	—	378	—	23,871	—	—	—	—	85,321	8,413	93,734
	Cable Maintenance	9,615	—	237	—	1,970	83,417	94,076	—	—	1,89,315	—	1,89,315
	Signalling	2,20,049	—	24,990	—	11,706	—	—	—	6,341	2,63,086	—	2,63,086
	TOTAL	4,78,144	—	31,309	514	37,547	83,417	94,076	22,590	12,512	7,60,109	8,413	7,68,522
1899-1900	General Charges	1,81,589	—	6,073	2,114	...	—	—	34,888	5,998	2,30,662	—	2,30,662
	Line Maintenance	62,603	—	790	—	27,012	—	—	—	—	90,405	8,254	98,659
	Cable Maintenance	13,430	—	191	—	1,270	1,05,337	1,10,996	—	—	2,31,224	—	2,31,224
	Signalling	2,32,406	—	33,675	—	10,708	—	—	—	6,168	2,82,957	—	2,82,957
	TOTAL	4,90,028	—	40,729	2,114	38,990	1,05,337	1,10,996	34,888	12,166	8,35,242	8,254	8,43,502
1900-1901	General Charges	1,52,930	—	6,813	1,730	1,713	—	—	31,783	5,963	2,00,932	—	2,00,932
	Line Maintenance	81,806	514	850	—	29,166	—	—	—	—	1,12,336	8,380	1,20,716
	Cable Maintenance	14,438	—	182	—	2,276	1,05,343	1,29,080	—	—	2,51,319	—	2,51,319
	Signalling	2,31,109	—	25,351	—	7,428	—	—	—	6,802	2,70,690	—	2,70,690
	TOTAL	4,80,283	514	33,196	1,730	40,583	1,05,343	1,29,080	31,783	12,765	8,35,277	8,380	8,43,657
1901-1902	General Charges	1,55,515	—	4,657	1,970	1,632	—	—	27,108	11,289	2,02,171	—	2,02,171
	Line Maintenance	80,507	—	818	—	36,103	—	—	—	—	1,17,518	8,333	1,25,851
	Cable Maintenance	11,178	—	113	—	2,514	1,04,805	1,18,802	—	—	2,37,502	—	2,37,502
	Signalling	2,46,048	—	30,851	—	10,540	—	—	—	6,690	2,94,129	—	2,94,129
	TOTAL	4,93,248	—	36,439	1,970	50,879	1,04,805	1,18,802	27,108	17,979	8,51,320	8,333	8,59,653
1902-1903	General Charges	1,56,381	—	11,822	4,489	1,809	—	—	28,348	10,049	2,12,898	—	2,12,898
	Line Maintenance	81,203	—	1,716	—	41,387	—	—	—	—	1,24,306	7,792	1,32,098
	Cable Maintenance	16,361	—	237	—	8,391	82,637	1,31,755	—	—	2,39,381	—	2,39,381
	Signalling	2,59,205	—	35,672	—	11,811	—	—	—	6,779	3,13,417	—	3,13,417
	TOTAL	5,13,150	—	49,447	4,489	63,398	82,637	1,31,755	28,348	16,778	8,90,002	7,792	8,97,794

NOTE.—The total cost of up-keep of the cable steamer *Patrick Stewart*, including the pay of her officers and crew, is shown under "Cable Steamer."  
The pay of the Cable Conservancy Establishment, including temporary establishment and cost of provisions, is shown under "Repairs to Cables."



## APPENDIX C.

## JOINT PURSE.

*Table A.—Division of Receipts for past Five Years.*

INDIAN MESSAGES.										TRANS-INDIAN MESSAGES.										TOTALS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
YEAR.	Number of Words.	Total Net Value.	PROPORTION FOR					Number of Words.	Total Net Value.	PROPORTION FOR					Number of Words.	Total Net Value.	*PROPORTION FOR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
			Eastern Company.	Indo-European Company.	Indo-European Department.	Eastern and South African Company.	Eastern Company.			Indo-European Company.	Indo-European Department.	Eastern and South African Company.	Eastern Company.	Indo-European Company.			Indo-European Department.	Eastern and South African Company.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.

\* The sums shown in these columns represent the gross receipts of the Cis-Indian Joint Purse. These receipts are, however, subject to reductions on account of payments to the Eastern Extension Company on account of Australasian Traffic, and, for the year 1902-3, to payments to the Indo-European Telegraph Company on account of German Traffic, and to the Eastern Extension Company on account of Straits Settlements and Java Traffic. See Appendix B.

*Table B.—Division of Traffic as actually carried for past Five Years.*

YEAR.	INDIAN MESSAGES.					TRANS-INDIAN MESSAGES.					TOTALS.							
	Total Net Value.		PROPORTION CREDITED BY			Total Net Value.		PROPORTION CREDITED BY			Total Net Value.		PROPORTION CREDITED BY					
			Eastern Company.	Indo-European Company.	Indo-European Department.			Eastern and South African Company.	Eastern Company.	Indo-European Company.			Indo-European Department.	Eastern and South African Company.	Eastern Company.	Indo-European Company.	Indo-European Department.	Eastern and South African Company.
1898-99	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
	364,471	4 2	152,623	19 1	121,135	14 7	90,709	10 6	—	—	—	—	892,440	11 11	619,552	2 6	157,396	17 10
1899-1900	365,356	15 2	146,316	1 3	123,618	15 10	95,421	18 1	—	—	—	—	980,583	8 6	691,497	10 6	165,142	15 11
1900-1901	391,569	5 9	170,705	0 5	122,987	19 11	97,876	5 5	—	—	—	—	1,113,393	3 4	805,838	1 1	172,817	4 9
1901-1902	449,345	8 7	174,881	5 8	169,724	5 1	97,865	10 2	6,874	7 8	688,084	4 2	616,838	4 3	37,032	9 1	29,750	11 10
1902-1903	355,510	4 6	165,338	11 0	113,614	12 4	57,992	8 1	18,564	13 1	677,937	8 3	624,793	7 11	22,876	4 9	20,798	15 7

Exclusive of the liability of the Indo-European Telegraph Department for interruptions in Turkey under Article X. of Joint Purse Agreement, amounting to 41*l.* 5*s.* 11*d.* = R619-7-0.

NOTE.—Paid into Joint Purse	•	•	78,791	3	8
Received from Joint Purse	•	•	111,044	2	10

Excess drawn out . 32,252 19 2=R4,83,794-6-0.

## APPENDIX C. (1).

STATEMENT showing the WORKING of the AUSTRALASIAN MESSAGE FUND since its commencement.

[illegible]

## APPENDIX D.

### SUMMARY of CAPITAL and REVENUE ACCOUNT for the last FIVE YEARS.

YEAR.	CAPITAL ACCOUNT.		REVENUE ACCOUNT.							Net Profit or Loss.	Dividend on Capital.	REMARKS.		
	Capital Expenditure during year.	Total Capital Expenditure to end of year.	RECEIPTS.					EXPENDITURE.						
			Net Traffic Earnings.	Common Purse and Australasian Message Fund.	Profit and Loss.	Miscellaneous Revenue.	Total Earnings.	Persian Gulf Section.	Expenditure by other Departments.				Total Expenditure.	
1898-99	18,155	1,15,53,969	R 17,33,000	R -2,76,764	R -371	R 9,980	R 14,05,825	R 5,24,685	R 2,35,425	R 8,412	R 7,68,522	R 6,07,303	R 6'03	
1899-1900	-22,922	1,15,31,047	18,50,500	-3,20,581	-545	14,677	15,38,111	5,93,212	2,42,036	8,254	8,43,502	6,94,009	6'02	
1900-1901	44,154	1,11,75,291	20,32,128	-3,12,210	-323	32,780	17,52,375	5,96,889	2,38,388	8,380	8,43,657	9,08,718	7'85	
1901-1902	706,004	1,22,21,225	19,31,104	-1,34,321	-358	32,610	18,29,035	6,09,118	2,42,202	8,333	8,59,653	9,69,382	7'89	
1902-1903	8,097,744	1,30,90,949	12,02,172	2,72,205	-308	13,296	14,87,365	6,17,615	2,72,387	7,792	8,97,794	5,89,571	4'50	



## APPENDIX E.

STATEMENT showing the NUMBER of MESSAGES and WORDS FORWARDED during the year 1902-1903, compared with four previous years.

YEAR.	STATE.		COMMERCIAL AND PRIVATE.				PRESS.		TIMES.		TOTAL.				GRAND TOTAL.		Add or deduct Messages in transit.	TOTAL.
	Gulf.		Gulf.		Persia.		Gulf.		Gulf.		Gulf.		Persia.		Grand Total.			
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.		
1898-99	3,941	99,966	140,907	1,707,723½	1,568	14,238	1,006	43,388	170	41,603	146,024	1,982,770½	1,568	12,238	147,592	1,997,008½	—1,268	1,995,740½
1899-1900	4,332	117,603	145,436	1,895,299½	1,429	12,654	1,470	70,841	170	38,941	151,408	2,122,721½	1,429	12,654	152,837	2,135,375½	1,528	2,136,903½
1900-1901	4,716	144,120	162,349	2,054,447½	1,754	17,478	1,283	71,503	155	38,056	168,503	2,349,126½	1,754	17,478	170,257	2,366,604½	1,020½	2,367,625
1901-1902	4,086	140,271	153,666	2,051,515½	2,097	20,207	1,090	58,320	139*	22,863*	158,981	2,272,999½	2,097	20,207	161,078	2,293,206½	2,277½	2,295,483½
1902-1903	2,807	100,073	171,681	2,204,928½	2,283	23,698½	1,479	102,799	*	*	175,967	2,407,800½	2,283	23,698½	178,250	2,431,499	5,199½	2,436,698½

NOTE.—Under the columns headed "Gulf" are shown messages and words accounted for in Gulf Traffic Accounts. Under the columns headed "Persia" are shown messages and words originating or terminating in Persia to or from Indo-European Company's line, which consequently do not appear in the Gulf Traffic Accounts. \* The "Times" agreement lapsed on 31st December 1901. From January 1902 messages to "Times," London, have been put under "Press" messages.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday,  
the 10th March 1904, based on the India Daily Weather Reports  
of the period.**

Unsettled conditions have continued to prevail over Northern India during the week under review.

The burst of heavy rain which was reported at the close of last week extended into the present period and on the 4th more or less general rain was reported from the West Himalayas, the West Gangetic Plain, the North-West Dry Area and the Central India Plateau, the largest amounts registered having been 3·25" at Cherat, 2·34" at Roorkee, 2·33" at Lahore, 2·07" at Chakrata and over one inch at Umballa, Ludhiana, Sialkot, Rawalpindi, Dehra Dun, Simla, Peshawar, Khushab and Dera Ismail Khan. On the following day the rainfall decreased both in amount and extent, though it continued moderately heavy on and near the North-West Himalayas. On the 6th the weather was fair over the greater part of the country but thundershowers were reported from Bengal, Orissa and Assam, and rain from a fresh storm had commenced in Sind. On the 7th the storm which lay off the Sind coast on the preceding day had reached the South Punjab and a fresh burst of rain, which continued during the 8th and 9th, occurred over North-West India. The largest amounts registered on these three days were as follows:—on the 7th 0·68" at Dera Ismail Khan, on the 8th 4·00" at Cherat, 1·83" at Srinagar, 1·70" at Chakrata and Peshawar, 1·46" at Simla, 1·19" at Khushab and 1·11" at Murree, and on the 9th 1·56" at Chakrata, 1·10" at Lahore and 0·95" at Dehra and Sialkot. On the 10th the weather cleared in the north-west, but over North-East India both on the 9th and 10th the weather was disturbed with thunderstorms and nor'westers, and over one inch of rain in 24 hours was reported from Chittagong, Calcutta, Jessore, Dibrugarh, Burdwan, Ranchi and Hazaribagh during these two days.

At the close of the week the barometer was again falling in the north-west and there were signs of further unsettled weather in that region.

The rainfall table shows that the weather was actually or practically rainless during the week over the Peninsula and Burma, but that over nearly the whole of Northern India effective rain was received, the average actual fall ranging from about 3·38" in the West Himalayas to 0·20" in the Rajkot sub-division, to 0·22" in the Indore sub-division and to 0·23" in the Bahraich and Patna sub-divisions. In nearly all the divisions and sub-divisions which received rain, the fall was largely in excess of the normal.

The seasonal rainfall is in excess in the Calcutta, Burdwan, Lahore, Ranchi, Jubbulpore and Calicut sub-divisions, and in the West Himalayas, North-West Dry Area, Baluchistan, Central India, Gujarat, South India and East Coast (South) division.

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 10TH MARCH 1904.			RAINFALL DATA FROM 4TH DECEMBER 1903 TO 10TH MARCH 1904.			SEASONAL PERCENTAGE VARIATION.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inch.	Inches.	Inches.	Inches.			
1. Burma Coast (Rangoon)	...	0	0'15	-0'15	0'73	1'30	-0'57	-44	-30
2. Burma Wet (Bhamo)	...	0	0'11	-0'11	0'17	1'03	-0'86	-83	-83
3. Burma Dry (Mandalay)	...	0	0'03	-0'03	0'01	0'59	-0'58	-98	-98
4. Delta of Bengal	{ Narayanganj	0'60	0'64	-0'04	3'12	3'16	-0'04	-1	-1
5. Brahmaputra Valley (Sibsagar)	{ Calcutta	1'02	0'23	+0'79	2'46	1'87	+0'59	+32	+12
	...	0'61	0'52	+0'09	3'83	3'31	+0'52	+16	+16
6. Himalayas and Sub-Himalaya, East.	{ Dinajpur	0	0'15	-0'15	1'37	1'44	-0'07	-5	+1
	{ Darbhanga	0	0'11	-0'11	0'13	1'45	-1'32	-91	-91
	{ Bahraich	0'23	0'17	+0'06	0'74	2'44	-1'70	-70	-70
7. Indo-Gangetic Plain, East	{ Burdwan	1'69	0'33	+1'36	2'33	1'76	+0'57	+32	+32
	{ Patna	0'23	0'12	+0'11	1'00	1'47	-0'47	-32	-32
8. Himalayas and Sub-Himalaya, West.	{ Simla	3'47	0'64	+2'83	9'34	8'69	+0'65	+7	+7
	{ Ludhiana	3'28	0'29	+2'99	6'29	5'10	+1'19	+23	+23
9. Indo-Gangetic Plain, West	{ Cawnpore	0'31	0'10	+0'21	0'85	1'87	-1'02	-55	-55
	{ Lahore	2'54	0'19	+2'35	3'96	2'80	+1'16	+41	+41
10. N.-W. Dry Area (Bikaner)	...	1'97	0'20	+1'77	4'39	2'02	+2'37	+117	+117
11. Baluchistan (Quetta)	...	1'02	0'35	+0'67	5'70	4'98	+0'72	+14	+14
12. East Coast, North	{ Waltair	0'01	0'07	-0'06	0'10	1'37	-1'27	-93	-93
	{ Cuttack	0'52	0'38	+0'14	1'25	1'96	-0'71	-36	-36
13. East Satpuras	{ Ranchi	1'79	0'38	+1'41	2'72	1'87	+0'85	+45	+45
	{ Raipur	0'24	0'28	-0'04	0'65	1'34	-0'69	-51	-51
	{ Jubbulpore	0'38	0'09	+0'29	2'91	1'68	+1'23	+73	+73
14. Central India Plateau	{ Jhansi	0'62	0'11	+0'51	2'54	1'84	+0'70	+38	+38
	{ Jaipur	0'38	0'10	+0'28	1'49	1'07	+0'42	+39	+39
	{ Indore	0'22	0'04	+0'18	1'34	0'70	+0'64	+91	+91
15. West Coast	{ Calicut	0'31	0'26	+0'05	4'03	3'66	+0'37	+10	+10
	{ Bombay	0'01	0	+0'01	0'01	0'20	-0'19	-95	-95
16. Gujarat	{ Ahmedabad	0'24	0'03	+0'21	0'94	0'25	+0'69	+270	+270
	{ Rajkot	0'20	0'03	+0'17	0'83	0'25	+0'58	+232	+232
17. West Satpuras (Akola)	...	0'01	0'09	-0'08	0'87	1'08	-0'21	-19	-19
18. Deccan	{ Bellary	0'12	0'06	+0'06	0'59	0'56	+0'03	+5	+5
	{ Bijapur	0	0'07	-0'07	0'04	0'54	-0'50	-93	-93
	{ Hyderabad	0	0'22	-0'22	0'04	0'56	-0'52	-93	-93
19. South India	{ Mysore	0'04	0'06	-0'02	0'52	0'40	+0'12	+30	+30
	{ Madura	0	0'14	-0'14	5'27	3'65	+1'62	+44	+44
20. East Coast South (Madras)	...	0	0'12	-0'12	17'70	10'42	+7'28	+70	+70

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories

J. WILSON,

Secretary to the Government of India

SIMLA:

The 10th March 1904.



GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

### Season and Crop Prospects for the week ending Saturday, 5th March 1904.

**Madras.**—The rainfall was practically *nil* during the week. Irrigation supplies are generally sufficient. Ploughing, sowing, and transplanting are in progress in parts. The standing crops are generally fair. Harvests continue with fair outturn. Pasture is scanty in parts of the Circars and the Deccan. Fodder is procurable. The condition of cattle is good. The price of rice is stationary; prices of dry grains have risen in some districts.

**Bombay.**—There was slight rain during the week in parts of Sind, Ahmedabad, Kaira, Surat, Thana, and Khandesh and very slight in parts of the Panch Mahals, Broach, Colaba, Ahmednagar, Nasik, and Bijapur. The standing crops have been damaged by locusts in parts of Colaba, Ratnagiri, and Satara; by rats in parts of Satara and Bijapur; by blight in parts of Dharwar; by frost in parts of Ahmedabad; by hail in parts of Larkana and Hyderabad; and by recent rain in parts of Thar and Parkar, Ahmedabad, the Panch Mahals, Kaira, Broach, Wadhwan, and Baroda; and are generally in good condition elsewhere. Harvesting of autumn crops continues in parts of Dharwar and Canara, and threshing in parts of Nasik and Canara. Harvesting of spring crops has been completed in Poona and continues in parts of Gujarat, Ratnagiri, Khandesh, Nasik, Satara, Carnatic, and Rajkot. Threshing continues in parts of Nasik, Ahmednagar, Poona, and Satara. Cotton is slightly damaged by blight in parts of Dharwar; by rats and disease in parts of Bijapur; and by rain in parts of Ahmedabad, the Panch Mahals, Kaira, Surat, Wadhwan, and Baroda, and is generally in good condition in parts of Larkana, Broach, and Bijapur. Picking is completed in Khandesh and is in progress in parts of Gujarat, Poona, Satara, the Carnatic, and Wadhwan. The fodder supply is sufficient. Agricultural stock and water-supply are generally sufficient. Prices have fallen in two districts, risen in four districts, and are stationary elsewhere.

**Bengal.**—Light showers are reported from parts of Lower Bengal, Orissa, and Chota Nagpur. Rain is needed in Murshidabad and Bhagalpur. Slight damage to the spring crops has been caused by locusts in Pabna and by rain in Palamau. Prospects are otherwise good. Harvesting of spring crops, pressing of sugarcane, and transplantation of summer rice continue. Sowing of early rice and jute has commenced in places. The price of common rice has risen in eight districts, has fallen in one, and is stationary in the remainder.

**United Provinces.**—Rain has fallen in all but five districts and was accompanied by slight falls of hail in Moradabad, Bulandshahr, Aligarh, Shahjahanpur, Fatehpur, and the Bundelkhand districts. Spring crops are maturing and are being harvested in places. Fields are being prepared for extra crops and opium extracting continues. The standing crops have been slightly damaged by hail, rain, and insects in nine districts. Supplies are adequate, but fodder is reported to be scarce in Budaun and Gorakhpur. Prices continue stationary.

**Punjab.**—There was good rain all over the province during the week. The price of wheat is rising in Umballa and Mianwali, and falling in Jullundur, Amritsar, Shahpur, Rawalpindi, and Mooltan. The prices of other food-grains are fluctuating. Pressing of sugarcane continues in Amritsar and Sialkot. Sowings of extra spring crops are going on in Delhi, Umballa, Ferozepore, Shahpur, Jullundur, Lahore, and Mooltan. Ploughings and sowings of sugarcane and cotton are in progress in some districts. The condition of the standing crops is reported good to fair in all districts, except Delhi where the crops are said to be below average. The recent rains have much benefited the standing crops. The outturn of sugarcane is reported to be average in Sialkot. Crops have been slightly damaged by excessive rain in lowlying lands in parts of the Hissar, Lahore, and Amritsar districts. Hail fell in Delhi and Amritsar but did no damage. Cattle are generally in good condition. Fodder is said to be sufficient in all districts except in Delhi and parts of Rawalpindi.

**North-West Frontier Province.**—Unusually heavy rain varying from half an inch to over four inches has fallen in all districts, which though beneficial for upland dry crops has it is feared caused much damage to lowlying crops. Stocks of food-grains and fodder are ample. Prices are falling.

**Burma.**—Slight rain fell in Mergui and Myitkyina in Upper Burma during the week. Plucking of the later cotton in Thayetmyo is in progress. Sowing of dry weather paddy conti-



nues and the pulse and miscellaneous crops are being harvested. Hill side clearings have commenced. The price of paddy has fallen in Rangoon, Pegu, Tharrawaddy, Maubin, Bassein and Mandalay, and has risen in Henzada and Myitkyina.

**Central Provinces.**—Light to moderately heavy rain has fallen generally throughout the provinces, the falls being generally heaviest in the northern districts and the Nerbudda Valley. The damage from rain has generally been slight but high winds and hail storms swept over several districts. In most cases the damage has been confined to small groups of villages but it is reported to be great in the Hoshangabad and Sohagpur tahsils of Hoshangabad. In some cases the damage has not yet been ascertained. The abnormal rain and wind will cause more general damage if it continues. The recent rain has, however, done some good to late sown crops in the Saugor, Chanda, and Jubbulpore districts. The harvesting of spring crops is in progress but is retarded by rain in some districts. The prospects are generally favourable. Prices have risen in Narsinghpur and in the northern districts.

**Assam.**—There was slight rain in the Surma Valley, Upper Assam, Nowgong, the Naga Hills, and Manipur during the week. Rain is wanted for tea in Kamrup. Tea pruning, sugarcane pressing, ploughing for rice and jute, and gathering of mustard are in progress. The outturn of mustard and sugarcane is fair to good. Sowing of early rice has commenced in Cachar and in the Naga Hills. Fodder is insufficient in parts of Sylhet and in the hills. Water is insufficient in the hills. Prices—common rice—Silchar 19, Sylhet 18, Tezpur 17, Dhubri, Gauhati, and Nowgong 16, Sibsagar 14, and Dibrugarh 12 seers per rupee.

**Mysore.**—Prices are generally steady. The standing crops are in good condition. Gram, wheat, and sugarcane have been harvested in some parts. The prospects of the season are good. Cattle are healthy except in parts of Chitaldroog. Water and fodder are available.

**Coorg.**—Rainfall—seven cents. Prices of food grains are normal. Water and fodder are sufficient.

**Hyderabad.**—Rainfall—three cents. The spring harvest is in progress. Late rice is being weeded. The standing crop is in good condition. Lands are being prepared for autumn sowings. Prices—wheat 12, rice 11½, and jowar 31½ seers per halli rupee.

**Rajputana.**—There was rain in parts during the week. Agricultural operations are generally satisfactory. The condition of the standing crops and of cattle is generally good. Damage has, however, been caused by rain and hail storms in parts and there has been serious damage to the opium crop in Kotah. Fodder is ample. Prices are favourable.

**Central India.**—Rainfall was general during the week in Bhopal, Baghelkhand, Bundelkhand, Malwa, and Bhopawar and partial in Gwalior and Indore. Agricultural operations are in progress. Crops are good in Gwalior, Baghelkhand, Bundelkhand, and Bhopawar, fair in Indore, Bhopal, and Malwa, but have been slightly damaged by hail and rain in all agencies except Gwalior. Agricultural stock and pasturage are generally good. Prices are normal in Gwalior, Indore, and Baghelkhand, are rising in Bhopal and are steady elsewhere. Opium is good in Gwalior and fair in Indore, Bhopal, Malwa, and Bhopawar.

**Kashmir.**—The weather was generally rainy during the week. Snow fell on one day. Prices are stationary.

**Jammu.**—There was heavy rain accompanied with hail during the week. Prices are fluctuating. Wheat sells from 14 to 26, and maize 25 to 30 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. Crops have been injured in some villages by hail.

**Nepal.**—There was no rain during the week. The weather has been bright and cold. The price of rice is 6 seers for the rupee.

J. WILSON,  
Secretary to the Government of India.





Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Political charges.	Cutch State . . . . .	B. B. & C. I. . . . .	101	73
		Cambay State . . . . .	. . . . .	27	13
		Savanur " . . . . .	. . . . .	14	13
		Bhor " . . . . .	. . . . .	...	...
		Porbandar Port . . . . .	B. G. J. P. . . . .	32	38
		Jamnagar Town and Port . . . . .	. . . . .	...	...
		Bhavnagar Town and Port . . . . .	B. G. J. P. . . . .	...	...
		Mongrol Port . . . . .	. . . . .	...	...
		Jodia " . . . . .	. . . . .	...	...
		Jafrabad " . . . . .	. . . . .	5	...
		Verawal Port . . . . .	. . . . .	...	...
		Vawania " . . . . .	. . . . .	...	...
		Kathiawar State . . . . .	B., B. & C. I., Morvi & B. G. J. P. . . . .	525	34
		Kolhapur Town . . . . .	S. M. . . . .	67	6
		Kolhapur and Southern Mahratta Country . . . . .	. . . . .	492	30
		Sachin State . . . . .	B., B. & C. I. . . . .	...	...
		Dharampur State . . . . .	. . . . .	...	...
		Srivardhan Port . . . . .	. . . . .	...	...
		Murud " . . . . .	. . . . .	...	...
		Barimandla " . . . . .	. . . . .	...	...
		Nandgaon " . . . . .	. . . . .	...	...
		Janjira " . . . . .	. . . . .	...	...
		Janjira State . . . . .	. . . . .	...	...
		Velan Port . . . . .	. . . . .	...	...
		Billimora " . . . . .	B., B. & C. I. . . . .	85	6
		Baroda City . . . . .	" " . . . . .	540	37
		Baroda State . . . . .	" " . . . . .	...	...
		Jath " . . . . .	. . . . .	5	...
		Bijapur " . . . . .	. . . . .	4	...
		Surat " . . . . .	. . . . .	...	...
		Aden " . . . . .	. . . . .	...	...
		Total . . . . .		10,135	748
Madras Presidency.	"	Salem Town . . . . .	Madras . . . . .	(d)71	(d)
		Salem District . . . . .	S. " . . . . .	...	...
		Bellary Cantonment . . . . .	. . . . .	10	...
		Bellary Town . . . . .	S. M. & Madras . . . . .	(b)336	(b)28
		Bellary District . . . . .	Madras . . . . .	8	...
		Coimbatore Town . . . . .	Madras, S. I. & Nilgiri . . . . .	(c)117	(c)
		Coimbatore District . . . . .	Madras . . . . .	4	...
		Nilgiris " . . . . .	S. I. & Madras . . . . .	(e)114	(e)
		North Arcot " . . . . .	S. I. & Madras . . . . .	...	...
		South Arcot District . . . . .	. . . . .	...	...
		Cuddalore Port . . . . .	S. I. . . . .	...	...
		Tinnevely District . . . . .	Madras . . . . .	...	...
		Malabar " . . . . .	S. I. & Madras . . . . .	53	...
		Cuddapah " . . . . .	. . . . .	12	...
		Mangalore Port . . . . .	. . . . .	(f)4	(f)
		Ermala " . . . . .	. . . . .	...	...
		South Canara District . . . . .	Madras & S. I. . . . .	...	...
		Madras City . . . . .	S. I. & Madras . . . . .	...	...
		Chingleput District . . . . .	S. M. & Madras . . . . .	11	...
		Kurnool " . . . . .	Morvi & Madras . . . . .	...	...
		Godaveri " . . . . .	S. I. . . . .	...	...
		Tanjore " . . . . .	Madras & S. M. . . . .	(a)73	(a)
		Anantapur " . . . . .	. . . . .	...	...
		Madura " . . . . .	. . . . .	(g)2	(g)
		Cochin State . . . . .	. . . . .	...	...
		Total . . . . .		815	6
Bengal	Presidency	Calcutta . . . . .	E. I., E. B. S. & B. N. . . . .	204	1
		Nadia District . . . . .	E. B. S. & B. C. & R. K. . . . .	3	...
		24-Parganas District . . . . .	. . . . .	...	...
	Burdwan	Khulna District . . . . .	" B. N. & H. A. . . . .	1	...
		Howrah Town . . . . .	" B. N. & H. A. . . . .	...	...
		Howrah District . . . . .	. . . . .	...	...
		Burdwan District . . . . .	. . . . .	...	...
		Birbhum District . . . . .	. . . . .	...	...
	Patna	Champaran District . . . . .	B. & N. W. . . . .	...	...
		Chapra Town . . . . .	. . . . .	682	5
		Saran District . . . . .	E. I. " . . . .	236	2
		Gaya Town . . . . .	. . . . .	106	...
		Gaya District . . . . .	B. & N. W. . . . .	247	2
		Muzaffarpur District . . . . .	. . . . .	132	...
		Darbhanga Town . . . . .	E. I. " . . . .	15	...
		Darbhanga District . . . . .	. . . . .	615	...
		Shahabad " . . . . .	" " . . . . .	31	...
		Patna City . . . . .	" " . . . . .	1,685	1,3
	Bhagalpur	Patna District . . . . .	" " . . . . .	50	...
		Monghyr Town . . . . .	" " . . . . .	126	...
		Monghyr District . . . . .	" " . . . . .	169	...
		Bhagalpur Town . . . . .	" " . . . . .	4	...
	Chota Nagpur.	Bhagalpur District . . . . .	" " . . . . .	...	...
		Sonthal Parganas District . . . . .	" " . . . . .	...	...
		Palamau District . . . . .	" " . . . . .	15	...
		Hazaribagh " . . . . .	" " . . . . .	...	...
		Total . . . . .		4,321	34

(a) Including 3 imported cases and 1 death.  
 (b) " 14 " cases " 15 deaths.  
 (c) " 7 " " " 4 "  
 (d) " 12 " " " 5 "

(e) Including 7 imported cases and 5 deaths.  
 (f) Imported.  
 (g) Including 1 imported case and 1 death.



Agency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Allahabad	Allahabad City . . . . .	E. I. . . . .	392	391
		Allahabad District . . . . .	E. I. . . . .	910	87
		Cawnpore City . . . . .	E. I., O. & R., B., B. & C. I. & G. I. P. (I. M. Sec.)	43	37
		Cawnpore District . . . . .	E. I. "		

Presidency of Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Panjab	Rawalpindi	Rawalpindi District	N. W.	7	
		Gujrat	"	315	
		Gujranwala	"	238	
		Sialkot	"	659	
		Shahpur	"	559	
	Multan	Jhelum	"	30	
		Thang	"	23	
		Multan	"	...	
		Montgomery	"	...	
		Mianwali	"	...	
	Delhi	Gurgaon	B., B. & C. I.	17	
		Delhi	E. I., O. & R., B., B. & C. I., N. W. & S. P.	50	
		Hissar	B., B. & C. I.	60	
		Karnal	E. I.	61	
		Simla	"	...	
		Ludhiana	N. W.	2,680	
		Umballa	N. W. & E. I.	...	
		Rohtak	S. P.	145	
		Patiala City	Rajpura-Bhatinda (N. W. Ry.)	...	
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.	142	
Central Provinces (including Berar).	Nerbudda	Kapurthala State	N. W.	104	
		Kalsia	E. I.	40	
		Maler Kotla	N. W.	179	
		Jind	N. W. & B. B., & C. I.	139	
		Faridkot	"	12	
			Total	7,658	53
	Nagpur	Nimar District	G. I. P. & B., B. & C. I.	62	
		Hoshangabad Town	"	...	
		Hoshangabad District	G. I. P.	(f) 121	(f)
		Narsingpur Town	"	4	
		Narsingpur District	"	169	
		Chhindwara	"	...	
		Khandwa Town	B. B. & C. I. & G. I. P.	42	
		Betul District	"	1	
		Nagpur City	B. N. & G. I. P.	164	
		Nagpur District	"	314	
Central Provinces (including Berar).	Jubbulpur	Wardha Town	"	(a) 2	(a)
		Wardha District	G. I. P.	(b) 180	(b)
		Chanda	"	31	
		Bhandara Town	"	74	
		Bhandara District	B. N.	(c) 77	(c)
		Balaghat	"	(e) 43	
		Balaghat Town	E. I. & G. I. P.	12	
		Jubbulpore Town	"	...	
		Jubbulpore District	E. I. & G. I. P.	(b) 162	(b)
		Damoh Town	"	...	
Central Provinces (including Berar).	Chhattisgarh.	Damoh	"	...	
		Saugor Cantonment	"	...	
		Saugor Town	G. I. P. (I. M. Sec.)	(f) 86	(f)
		Saugor District	"	98	
		Seoni	"	...	
		Mandla	"	...	
		Bilaspur	B. N.	10	
		Raipur	B. N.	...	
		Sambalpur	"	...	
		Akola	G. I. P.	223	
Central Provinces (including Berar).	...	Buldana	"	76	
		Wun	"	3	
		Basim	"	23	
		Amraoti	G. I. P.	(f) 393	(f)
		Ellichpur	"	152	
		Yeotmal	"	...	
			Total	2,522	24
Central Provinces (including Berar).	Assam	Assam Valley	Dibrugarh Town (Lakhimpur District)	D. S.	
			Total		
	Coorg	...			
			Total		
Mysore State.	...	Bangalore City	S. M. & Madras	57	
			"	70	
			"	76	
			S. M.	5	
			"	48	
			Madras & S. M.	65	
			"	35	
			S. M.	15	
			"	84	
			"	24	
Mysore State.	...	Bangalore Civil and Military Station	"	42	
			"	7	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Bangalore District	"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Mysore City	"	...	
			"	...	
			"	...	
			"	...	
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			"	...	
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			"	...	
			"	...	
Mysore State.	...	Mysore District	"	...	
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			"	...	
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			"	...	
			"	...	
			"	...	
Mysore State.	...	Kolar	"	...	
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			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Kolar Gold Fields	"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Tumkur District	"	...	
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			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Shimoga	"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Chitaldrug	"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Kadur	"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Hassan	"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
			"	...	
Mysore State.	...	Total		528	

(a) Imported.  
 (b) Including 5 imported cases and 3 deaths.  
 (c) " 5 " 8 "

(e) Including 4 imported cases  
 (f) " 1 " case and 1 death.



Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Hyderabad State.	...	Aurangabad District	N. G. S.		
		Bir	G. I. P. & Barsi	348	301
		Hyderabad	N. G. S.	236	164
		Indur		...	...
		Usmanabad		...	...
		Lingsagur	G. I. P. & Barsi	...	...
		Parbhani	S. M.	(a) 214	(a) 193
		Raichur	G. I. P.	156	104
		Gulbarga		59	40
		Nander	G. I. P. & N. G. S.	1	1
			N. G. S.	14	10
				...	...
			Total	1,028	813
Central India.	...	Indore City	B., B. & C. I.	1	...
		Indore State		205	178
		Ujjain City	B., B. & C. I. & G. I. P.	...	...
		Gwalior City		33	26
		Gwalior State		(b) 129	(b) 103
		Dhar State		1	...
		Bhopal City	G. I. P.	62	62
		Pathari State		...	...
		Bhopal State		310	210
		Mhow Cantonment		...	...
		Nimach	B., B. & C. I. (Rajputana Malwa)	...	...
		Indore Residency		2	1
		Rutlam City	B., B. & C. I.	(b) 11	(b) 5
		Rutlam State		1	...
		Dewas Town		41	37
		Dewas State		44	44
		Narsingarh State		...	...
		Tonk State (portion in Central India)		9	9
		Sehore	G. I. P.	...	1
		Sailana		3	3
		Bagli		...	...
		Jhabua	B., B. & C. I.	(b) 91	(b) 65
		Jaora		...	...
		Jaora Town		...	...
		Agar Military Station		...	...
		Manpur		...	...
		Sitamau State		5	12
			Total	948	756
Rajputana	...	Ajmer District	B., B. & C. I.	...	...
		Mewar State		314	299
		Partabgarh		...	...
		Chitor (Udaipur State)		...	...
		Tonk State	B., B. & C. I.	3	1
		Marwar		...	...
		Jaipur		20	21
		Kishengarh Town		...	...
		Bikanir State	J. B.	1	3
		Jhalawar		...	...
		Sirohi		49	46
		Shahpura		77	54
		Alwar		...	...
		Banswara		3	3
		Bharatpur		...	...
			Total	467	427
Kashmir	...	Hamirpur-Sidhan (Akhnur Tahsil)		...	...
		Jammu City		...	...
		Jammu Province	N. W.	407	212
		Srinagar District		191	183
				...	...
N.W. F. Province.	...	Abbottabad Town		598	395
		Hazara District		...	...
		Peshawar		...	...
			Total	...	...
Baluchistan.	...	Sonmiani		...	...
		Hirok	N. W.	...	...
		Sibi		...	...
			Total	...	...
			Total	37,243	28,919

(a) Figures from 23rd to 29th February 1904.

(b) Figures for week ending 27th February 1904.

(c) Imported.

H. H. RISLEY,  
Secretary to the Government of India,

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

# STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RAILWAYS.	RESULTS OF WORKING DURING 1ST HALF OF YEAR.				RESULTS OF WORKING FOR OFFICIAL YEAR.			
	AVERAGE EARNINGS PER MILE PER WEEK.		Earnings per mile open for week.		Total earnings from 1st January to		Total earnings from 1st April to	
	During 1st-half of 1903.	During official year 1903-03.	Total earnings for week ending		28th February 1903.		28th February 1903.	
	R	R	1903.	1904.	R	R	R	R
			Miles.	Miles.				
<b>State and Guaranteed Railways.</b>								
(East Indian)	709	671	1,062	1,971	1,20,39,251	1,19,88,000	6,15,15,247	6,34,47,000
Bengal Central	172	183	139	252	2,03,211	2,22,000	12,12,178	14,17,000
Bengal-Nagpur (incldg. Raipur-Dhamtari 2' 6")	134	169	1,866	200	27,35,926	30,94,000	1,27,83,360	1,43,23,000
Great Indian Peninsula system	691	534	1,569	742	1,02,05,849	84,63,000	3,90,58,203	4,04,01,000
Indian Midland (incldg. Bhopal-Itarsi)	227	217	916	203	19,22,895	14,94,000	91,19,702	77,66,000
Beawada extn. (East Coast State)	320	283	21	503	65,297	42,200	2,81,312	2,51,000
North Western (incldg. Nowshera-Dargai 2' 6")	283	255	3,158	269	68,74,873	77,73,000	3,81,75,071	4,67,47,000
Oudh and Rohilkhand (incldg. m. g.)	265	229	1,115	240	23,96,801	23,21,000	1,25,88,000	1,25,88,000
Eastern Bengal (incldg. metre and 2' 6")	312	380	898	395	25,10,408	28,28,000	1,06,79,506	1,09,96,000
Bombay, Baroda and Central India.	809	657	461	752	27,58,647	25,09,000	1,42,14,795	1,50,81,000
Madras	280	259	888	280	19,06,745	20,04,000	1,08,21,337	1,10,20,000
" North-East line	192	173	494	226	7,04,440	8,23,000	40,15,184	41,02,000
Hardwar-Dehra	171	152	32	133	33,922	35,000	2,24,404	2,34,000
<b>Standard gauge.</b>								
Rajputana-Malwa (incldg. Godhra-Rutlam-Nagda 5' 6")	276	268	1,784	309	43,40,019	36,38,000	2,27,32,620	1,97,30,000
Patanpur-Deesa	39	36	17	40	5,090	4,100	28,707	35,500
South Indian	209	191	1,124	191	18,19,555	17,33,000	98,72,949	1,10,13,000
Tinnevely-Quilon (British section)	90	82	50	69	13,861	30,400	(a) 61,071	1,79,000
Tanjore District Board	108	103	71	92	56,305	61,600	2,08,822	3,58,000
Southern Mahratta (incldg. Gt.-M. From. sec.)	128	115	1,105	111	10,23,918	11,00,000	63,62,222	66,03,000
Mysore section (Southern Mahratta)	106	107	206	100	2,45,218	2,55,000	1,50,72,86	14,10,000
Bengal and N.-W. (incldg. Tirhoot sec.)	93	158	1,330	199	19,06,573	19,89,000	93,81,131	1,08,24,000
Lucknow-Barilly	138	127	231	176	2,53,060	5,940	12,95,710	13,01,000
Assam-Bengal	66	68	740	90	3,61,994	4,42,000	19,24,749	22,70,000
Burma	220	202	1,260	287	27,42,534	29,56,000	1,12,54,126	1,24,30,000
Brahmaputra-Sultanpur	64	79	59	64	33,064	9,830	2,22,968	2,43,000
Godhupur-Hyderabad (British section)	94	78	124	87	89,000	1,03,000	4,53,896	5,35,000
Nilgiri	340	337	17	263	29,284	33,900	2,69,397	2,46,000
	52	57	30	73	12,757	10,000	82,327	80,800
					2,757	...	...	...
					...	...	...	1,527

Standard gauge.

Metre gauge.





GOVERNMENT OF INDIA.  
STATISTICAL DEPARTMENT.

Calcutta, the 5th March 1904.

*Second General Memorandum on the Wheat Crop of the Season 1903-04.*

The reports indicate a considerable addition to the area under wheat. Compared with last year, the percentages of increase are about 6 in Bengal, 8 in the North-West Frontier, 11 in the Panjab, 20 in the Central Provinces, 104 in Berar, 69 in Hyderabad, and 9 in the Bombay Presidency (43 in Sind alone). The acreage in the United Provinces is not yet reported, but it was estimated in December to be 10 per cent in excess of last year's area. In the matter of outturn the reports are least favourable from the United Provinces, where the divisional estimates range from 75 to 90 per cent of the normal with the possibility of deterioration from rust induced by cloudy and unsettled weather. The Bengal crop is good, being estimated at 94 per cent of the normal, and the anxiety regarding the prospects of the crop in the Punjab and the North-West Frontier should have been allayed by the recent burst of rain over the whole of North-Western and Central India. The crop in the Central Provinces has suffered somewhat from want of rain, and 107 per cent is the revised estimate in lieu of the anticipated bumper crop. The injury from the same cause is believed to be greater in Berar which has reduced its estimate to 90 per cent. The outturn in Hyderabad is expected to be 87 per cent as compared with 85 per cent last year, and a fairly good outturn is anticipated in Sind and Bombay, except in parts of north Gujarat and the east Deccan where moisture was deficient and the Karnatak, where the crop has suffered from rust.

The provincial reports are summarised below :

In the Panjab the area under wheat is now estimated to be 7,899,500 acres against 7,789,300 acres in the first forecast and 7,111,700 acres finally returned last year. The winter rains began in the last week of December when fair to good rain was received in all except the south-western and south-eastern districts. Light rain fell in all districts except those of the Delhi Division, in the first week of January; and this was followed by a general fall in the middle of the month. Very good reports of the standing crop have been received from all districts except Hissar, Rohtak, Gurgaon, and Delhi, where unirrigated wheat has suffered from the failure of the winter rains. Anxiety is felt over an increasing area owing to the absence of rain since the middle of January; and much depends on the rainfall of the next ten or fifteen days. (This was written on the 29th February, and since then there has been good rain over the whole of North-Western India.)

In the North-West Frontier Province the area was estimated last November at about 792,000 acres, and it was stated that, if the winter rains fell before the middle of January, sowings would be considerably increased. Favourable rain fell in the last week of December and the first fortnight of January, with the result that the estimate made at the end of January last, shows 893,000 acres, or an increase of over 100,000 acres. The increase is mainly in unirrigated sowings. The prospects of the crop are so far good on irrigated and fair on unirrigated lands, but more rain is required to bring the crop to maturity. (Abundant rain received since the 29th February when this was written.)

In the United Provinces after the wheat crop was sown no rain fell till the middle of January, when more or less general rain was received; but in many districts the falls were local and too light to be of much use. The rain was followed by bright weather, and no damage from rust was apprehended at the time; but February, though rainless, has been exceptionally cloudy, and some of the reports just received from the selected zamindars indicate that the disease is now spreading in various parts of the provinces. White ants and drought are also reported to have caused some damage to the unirrigated crop in places. In the Benares, Gorakhpur and Fyzabad divisions the wheat crop is not at present estimated at more than 75 per cent of the normal. In Meerut and Rohilkhand an outturn of 80 per cent is expected; and in the remaining divisions of Agra, Allahabad and Lucknow of 90 per cent. These estimates are made subject to the possibility of deterioration from rust if the weather continues cloudy. (Weather unsettled with some rain since the 26th February when this was written.)

In Bengal the season has, on the whole, been favourable for this crop, as the soil had plenty of moisture during the sowing and also in the first part of the growing season, except in Bihar, where the crop has suffered somewhat from drought at the latter part of the season and the area planted this year is estimated at 1,501,200 acres, against 1,417,000 acres sown last year and the normal area of 1,499,000 acres.

According to the estimates of local officers, the outturn for the whole province works up to an 89-per cent crop; but considering that the failure of winter rice in many districts, specially in Bihar and Chota Nagpur, induced the cultivators to sow wheat in September



and early in October, the dry weather that has prevailed since December will not materially affect the normal outturn, and the general outturn may be raised to 94 per cent of a normal crop.

In the Central Provinces the heavy and continuous rainfall during August and September interfered with the proper preparation of the land, and sowings were consequently delayed. In the Berar districts conditions were more favourable. Sowings, though late, were successfully made in a moist seed bed and germination was good. Prospects looked very favourable, but the almost entire absence of winter showers prevented the realisation of the early promise of a bumper crop. The total area reported to be sown with wheat in the Central Provinces is 2,738,000 acres, which is 20 per cent larger than last year's area and slightly above the decennial average. The estimate for Berar is 442,000 acres—104 per cent larger than last year's area, though 15 per cent less than the decennial average. The crop, though put down under quite favourable circumstances, received very little rain after the sowings were completed, and hence suffered on light soils; but the loss has not been great. For the Central Provinces as a whole the yield works out to 107 per cent of a normal crop. In Berar the district estimates give 90 per cent of a normal crop owing to the damage caused by the absence of cold weather showers being somewhat greater than in the Central Provinces. Taking both the Central Provinces and Berar together, the outturn works out to 104 per cent of normal.

In the Bombay Presidency (including Sind) the total area in the British districts is estimated at about 1,700,000 acres up to 15th February, which is about 9 per cent over last year's area, but 12 per cent under the decennial average. In Sind alone, which accounts for 449,000 acres of this total, the area is 43 per cent greater than last year's area, though 3 per cent under the average. Generally the acreage previous to the famine years is being slowly regained. Native States return 615,000 acres, which is 7 per cent over last year's area and 15 per cent in excess of the average. The crop has suffered somewhat from deficient moisture in north Gujarat and east Deccan, and through rust in the Karnatak. Elsewhere it is expected to yield a fairly good outturn.

In the Nizam's Territory, including the *jagir* area, for which figures are being included this year for the first time, the total area sown with wheat during 1903-04 is 1,037,010 acres, which is 69 per cent in excess of the corrected area of the previous year; but the corresponding *jagir* areas for the previous year have not been reported in all cases, and returns have not been received from all *jagir* areas. The area of the current year, excluding *jagirs*, of 805,000 acres is more than any year since the famine (1899-1900), and better than the scarcity year 1896-97, when the area was 772,990 acres. The estimated outturn of the current year's crop is 87 per cent of the normal, as against 85 per cent during the year previous. In parts a full crop is expected, but in others, owing to heavy rains, the sowings had to be suspended, which has affected the estimated outturn.

J. A. ROBERTSON,  
Officiating Director General of Statistics,

J. WILSON,  
Secretary to the Government of India.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. 59 R. Stat., dated Calcutta, the 8th March 1904.

PROGRESS IN THE INTRODUCTION OF, AND RESULTS OF WORKING, THE  
AUTOMATIC VACUUM BRAKE ON RAILWAYS IN INDIA DURING THE SIX  
MONTHS ENDED THE 30th JUNE 1903, TABLES NOS. I AND II.

Read again—

Government of India letter No. 62 R. Stat., dated the 19th October 1891.  
Government of India letter No. 424 R. Stat., dated the 21st October 1896.  
Government of India letter No. 225 R. Stat., dated the 19th June 1903.

ORDER.—Ordered, that tables Nos. I and II be forwarded, for information,

The Governments of Madras, Bombay, Bengal, the United Provinces of Agra and Oudh, the Punjab and Burma.	to the Local Gov-
The Honourable the Chief Commissioners of the Central Provinces and Assam.	ernments and Ad-
The Honourable the Resident at Hyderabad.	ministrations, and
The Honourable the Resident in Mysore.	
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.	to the officers noted
The Honourable the Agent to the Governor General and Chief Commissioner of the North-West Frontier Province.	in the margin.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.	
The Managers, North Western, Oudh and Rohilkhand and Eastern Bengal State Railways.	

Ordered, also, that copies be forwarded for information of His Majesty's Government.

Further that this order, with the tables, be published in the Supplement to the *Gazette of India*.

A. R. JACOBSON,

Officiating Under Secretary to the Government of India.

*Documents accompanying.*

Tables Nos. I and II, showing the railways on which the automatic vacuum brake was in use, the number and proportion of rolling stock fitted with the brake, the progress made in fitting stock since the previous half-year, and the results of working the brake during the six months ended the 30th June 1903.



Enclosure to P. W. D. letter No. 59 R. Stat. of 1904.

Progress in the introduction of, and results of working, the automatic vacuum brake on railways in India, during the six months ended the 30th June 1903, tables Nos. I and II.

TABLE No. I.

Statement showing, for the six months ended the 30th June 1903, the railways on which the automatic vacuum brake was in use, the mileage run by trains fitted with the brake, the number and proportion of rolling stock fitted, and the progress made in fitting stock since the previous half-year.

with the brake, the number and proportion of Coaching vehicles fitted with the brake.																																																																																																																																																																																																																																									
Railway (including lines worked).	Period.	LOCOMOTIVES.			COACHING VEHICLES (including all brake-vans).				GOODS VEHICLES (excluding brake-vans and cranes).				Percentage of mileage run by trains fitted on total train mileage.	Total number of instances in which the brake failed to act or caused delay in the working of trains.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	Number of miles run by trains fitted.	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	First-half, 1903	1,849	1,543	54.51	7,637	454	3,326	71.49	654	427	62,312	1.52	10,154,211	29.98	92	110,372
<b>3' 3½" GAUGE.</b>																
Eastern Bengal	Second-half, 1902	59	51	53.64	356	47	204	66.39	...	2	2,936	0.07	189,520	19.86	26	7,289
	First-half, 1903	66	47	53.40	390	47	172	71.76	...	2	3,342	0.06	191,920	17.53	35	5,483
Nilgiri and Shoranur-Cochin	Second-half, 1902	4	5	44.44	12	...	31	27.91	16	...	123	11.51	21,388	30.16	...	...
	First-half, 1903	4	5	44.44	12	...	31	27.90	16	...	123	11.51	23,151	31.22	...	...
Assam Bengal	Second-half, 1902	44	9	83.02	198	...	13	93.89	2	...	1,465	0.14	(b)	...	...	...
	First-half, 1903	44	9	83.02	195	...	13	93.75	2	...	1,526	0.13	(b)	...	...	...
Bengal and North-Western	Second-half, 1902	7	175	3.85	...	...	838	...	...	...	5,849	...	...	...	...	...
	First-half, 1903	47	175	21.17	13	6	832	2.23	...	...	5,849	...	...	...	...	...
Rohilkund and Kumaon	Second-half, 1902	...	31	...	...	...	158	...	...	...	1,063	...	...	...	...	...
	First-half, 1903	10	31	24.39	...	...	165	...	...	...	1,154	...	...	...	...	...
South Indian	Second-half, 1902	25	189	11.68	143	25	822	16.97	...	...	3,317	...	314,352	17.22	2	157,176
	First-half, 1903	25	189	11.68	146	25	819	17.27	...	...	3,341	...	316,366	16.91	2	158,133
Burma	Second-half, 1902	101	108	48.33	255	46	559	35.00	94	5	4,175	2.32	429,685	23.13	29	14,817
	First-half, 1903	128	108	54.24	295	50	550	38.55	127	5	4,175	3.06	481,074	21.97	14	34,362
<b>TOTAL OF ALL RAILWAYS (3' 3½" GAUGE) (c)</b>	Second-half, 1902	240	1,418	14.47	959	118	6,129	14.95	112	7	34,736	0.34	954,845	7.00	57	16,752
	First-half, 1903	324	1,410	18.68	1,051	128	6,088	16.22	145	7	35,428	0.42	1,012,511	6.92	51	19,853
<b>2' 6" GAUGE.</b>																
Bengal Nagpur—	Second-half, 1902	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jubbulpore-Gondia extension	First-half, 1903	6	3	66.67	...	...	...	...	161	...	...	100.00	...	...	...	...
<b>TOTAL OF ALL RAILWAYS (2' 6" GAUGE) (d)</b>	Second-half, 1902	...	69	...	...	...	285	...	...	...	1,010	...	...	...	...	...
	First-half, 1903	6	91	6.19	...	...	328	...	161	...	1,063	...	...	...	...	...
<b>TOTAL OF ALL RAILWAYS (2' 0" GAUGE)</b>	Second-half, 1902	...	49	...	...	...	214	...	...	...	837	...	...	...	...	...
	First-half, 1903	...	53	...	...	...	217	...	...	...	836	...	...	...	...	...
<b>GRAND TOTAL, ALL RAILWAYS</b>	Second-half, 1902	2,002	3,119	39.09	8,446	574	9,970	47.50	608	436	97,977	1.05	10,776,495	(e) 23.95	167	64,530
	First-half, 1903	2,179	3,097	41.30	8,658	582	9,859	48.46	840	434	99,539	1.26	11,166,722	(e) 22.69	143	78,089

(a) Excluding locomotives and vehicles in use on lines under construction.

(b) Brakes not brought into use.

(c) The detailed figures in columns 4, 8 and 12 do not work up to the totals, as the latter represent the totals of all 3' 3½" gauge railways.

(d) Excluding the Thaton-Duynauk railway for which no information is available.

(e) Calculated on the train mileage excluding that run on the Farakamed, Powayan, Thaton-Duynauk and Dandot Light railways for which information is not available.

TABLE No. II.

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent ; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required ; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake ; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE. East Indian	Vacuum automatic	...	(i) and (ii)—Nil.	
		7th January 1903	(iii) Failure of material.—No. 11 up passenger train lost 48 minutes between Cawnpore and Tundla stations, due to a defect in the train pipe.	
		9th January 1903	(iii) Failure of material.—An up troop special train detained 1 hour and 5 minutes at Sheoraphuli station, due to a defect in the brake of a Bengal-Nágpur railway bogie carriage.	
		26th January 1903.	(iii) Failure of material.—An up special train detained 20 minutes at Hooghly station, due to a defect in the train pipe.	
		30th January 1903.	(iii) Failure of material.—No. 19 up passenger train lost 26 minutes between Burdwan and Rampore Haut stations, due to a defect in the pipe of a horse box.	
		15th February 1903.	(iii) Failure of material.—No. 5 up passenger train lost 28 minutes between Mokameh and Buxar stations, due to some defect in the train pipe.	
		26th March 1903	(iii) Neglect of servants.—No. 3 up Bombay mail train detained 17 minutes at Simulia Block Hut station, due to the brakes not releasing correctly owing to the presence of cotton waste in the small ejector.	
		27th March 1903	(iii) Failure of material.—No. 7 up passenger train detained 38 minutes at Howrah station, due to a slight crack in the train pipe of a cattle wagon.	See page 509.
		5th April 1903	(iii) Failure of machinery.—No. 19 up passenger train lost 58 minutes between Rampore Haut and Sahebgunge stations, due to a leak in the vacuum apparatus of a brake van.	
		11th April 1903.	(iii) Neglect of servants.—No. 11 up passenger train detained 27 minutes at Bhadan station in locating defect and fixing rubber washers in the hose pipe couplings of a carriage.	
		13th April 1903.	(iii) Failure of machinery.—No. 4 down Bombay mail train lost 15 minutes between Jubulpore and Sihora Road stations, due to a leak from the train pipe nut immediately below the ejector.	
		5th May 1903	(iii) Failure of material.—No. 8 down passenger train lost 25 minutes between Bindki Road and Sirathu stations, due to brakes binding on the wheels, owing to a defect in the release valve of a second class carriage.	
		7th May 1903	(iii) Failure of material.—No. 5 up passenger train detained 25 minutes at Bindki Road station, due to the opening out of the hose pipes between two carriages.	



TABLE No. II—*contd.*

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE— <i>contd.</i> East Indian— <i>concl'd.</i>	Vacuum automatic	22nd May 1903 .	(iii) Failure of machinery.—No. 10 down loop mail train lost 15 minutes between Dumra and Jamalpur stations, due to leaks in the pistons of 3 carriages.	2,562,361
		26th May 1903 .	(iii) Failure of material.—No. 12 down passenger train detained 15 minutes between Mooduncutta Block Hut and Karmatar stations, due to a break in the train pipe of a wagon.	
		26th May 1903 .	(iii) Neglect of servants.—No. 12 down passenger train detained 10 minutes at Khaga and 20 minutes at the level crossing outside the distant signal at Allahabad station, due to the opening out of the hose coupling between 2 carriages.	
		28th May 1903 .	(iii) Failure of machinery.—No. 7 up passenger train lost 65 minutes between Manauri and Bharwari stations, due to the brake-van blocks binding on the wheels.	
		29th May 1903 .	(iii) Neglect of servants.—No. 9 up loop mail train detained 15 minutes at Nalhati station, due to a piece of jute having been allowed to block the engine train pipe.	
		17th June 1903 .	(iii) Neglect of servants.—No. 12 down passenger train detained 10 minutes at Asansol station, due to the displacement of the hose pipe of a third class carriage.	
		28th June 1903 .	(iii) Inexperience of servants.—No. 3 up Bombay mail train detained 10 minutes at Howrah station, in locating a leak in the train pipe and 5 minutes were lost between Howrah and Asansol stations, due to a defect in the train pipe.	
		29th June 1903 .	(iii) Neglect of servants.—No. 6 down passenger train lost 46 minutes between Mananpur and Madhupur stations, due to the connection with the indicator in the guard's brake-van having slackened back.	
Eastern Bengal	Vacuum automatic	...	(i) and (ii)— <i>Nil.</i>	See page 510.
		14th February 1903.	(iii) Failure of material.—No. 33 up passenger train started 22 minutes late from Sealdah station, due to a leak in the train pipe between the engine and tender.	
		19th March 1903	(iii) Failure of material.—No. 10 down local train detained 5 minutes at Tittaghur station, due to a leak in the pipe of a third class carriage.	
		1st April 1903 .	(iii) Failure of material.—No. 29 up local train detained 10 minutes at Sodepore station in releasing vacuum, and worked non-vacuum from Tittaghur to Naibáti station, due to a leak in the train pipe.	
		7th April 1903 .	(iii) Neglect of servants.—No. 21 up Darjeeling mail train lost 35 minutes between Sealdah and Barrackpore stations, due to wet steam having been allowed to pass into the ejector.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE. Eastern Bengal— <i>concl'd.</i>	Vacuum automatic	22nd April 1903	(iii) Failure of material.—No. 178 down passenger train worked non-vacuum from Beliaghata to Budge-Budge station, due to a defect in the train pipe.	429,834
		22nd April 1903	(iii) Failure of material.—No. 114 down passenger train worked non-vacuum from Garia to Baruipur station, due to a leak in the pipe of a brake van.	
		18th June 1903.	(iii) Neglect of servants.—No. 8 down mail train detained 5 minutes at Poradaha station, due to imperfect coupling of the universal hose pipe between a fish van and the brake van.	
		19th June 1903.	(iii) Failure of material.—No. 119 up mail train worked non-vacuum between Sonarpur and Beliaghata stations, due to a leak in the train pipe of a third class carriage.	
		29th June 1903.	(iii) Failure of material.—No. 36 down mail train detained 10 minutes at Chooadangah station, due to the hose pipe of a composite carriage getting torn below the clamp.	
Bengal-Nágpur	Vacuum automatic	...	(i) and (ii)— <i>Nil.</i>	See page 511.
		2nd February 1903.	(iii) Failure of machinery.—No. 15 down passenger train detained 8 minutes at Kalimati station for locating brakes in the pistons of two carriages.	
		5th February 1903.	(iii) Failure of material.—No. 52 up Panchkura local train detained 28 minutes at Bauria and worked non-vacuum to Machada station, due to the pipe of the engine having burst in several places.	
		6th February 1903.	(iii) Failure of machinery.—An up inspection special train worked non-vacuum from Champa to Bilaspur station, due to the driver not being able to maintain steam on account of the continual choking of tubes.	
		8th February 1903.	(iii) Failure of machinery.—No. 15 down passenger train detained 5 minutes at Ghatsila station, due to leaks in the piston rubber neck rings and hose couplings of some carriages.	
		13th February 1903.	(iii) Neglect of servants.—No. 4 up mail train lost 19 minutes between Khurda Road and mile 469, due to a defect in the vacuum. The train worked non-vacuum from mile 469 to Waltair.	
		25th February 1903.	(iii) Failure of machinery.—No. 5 down passenger train lost 5 minutes between Khurda Road and Bhubaneswar stations, due to the piston of a carriage truck having jammed in the cylinder.	
		5th March 1903.	(iii) Failure of machinery.—No. 4 up mail train detained 5 minutes at Khargpur station distant signal, due to the displacement of the hose pipe of a rear brake van.	
		23rd March 1903	(iii) Failure of material.—No. 4 up mail train detained 16 minutes at Khargpur station, due to the bursting of the train pipe.	



TABLE No. II—contd.

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
6' GAUGE—contd. Bengal-Nagpur— concl'd.	Vacuum automatic	28th March 1903	(iii) Failure of machinery.—No. 12 up passenger train detained 18 minutes at Surdiah station, due to leaks in 2 third class carriages. The vacuum was destroyed and the train worked non-vacuum to Sini station.	686,375
		12th May 1903	(iii) Failure of machinery.—No. 1 down mail train detained 10 minutes at Gangajhiri station for releasing carriage brakes, due to failure of engine vacuum.	
		14th May 1903	(iii) Failure of machinery.—No. 1 down mail train detained 4 minutes at Mehdiabagh station, and 7 minutes at Kamptee station distant signal, due to inability to create vacuum in consequence of the brake blocks of 3 carriages gripping the wheels.	
		31st May 1903	(iii) Neglect of servants.—No. 9 down Macháda local train detained 10 minutes at Macháda station, due to the washer of the hose pipe having been allowed to double up while coupling.	
		29th June 1903	(iii) Failure of machinery.—No. 10 up Panchkura local train lost 16 minutes between Ulubaria and Bagnan stations in creating vacuum due to a piece of waste having adhered to the train pipe.	
		30th June 1903	(iii) Failure of machinery.—No. 12 up passenger train detained 27 minutes at Gidni station, due to the valve in the front brake van having got off its face owing to a heavy storm and rain.	
Allah and Rohilkhand	Vacuum automatic	...	(i) and (ii)—Nil.	See page 512.
		15th January 1903.	(iii) Failure of material.—No. 6 down passenger train detained 25 minutes at mile 368, due to the piston packing rings of 2 third class carriages having perished.	
		24th January 1903.	(iii) Neglect of servants.—No. 6 down passenger train detained 17 minutes at Shahjahanpur station, due to a second class carriage being deficient of a hose pipe rubber ring.	
		26th January 1903.	(iii) Failure of material.—No. 5 up passenger train detained 23 minutes at Fatehganj station, due to the vacuum piston of the engine blowing.	
		28th January 1903.	(iii) Failure of material.—No. 5 up passenger train detained 25 minutes at mile 421, due to the piston rubber bushes of two brake vans and 5 third class carriages blowing.	
		18th March 1903	(iii) Neglect of servants.—No. 5 up passenger train detained 8 minutes at Bareilly station, due to a horse-box being deficient of both rubber washers.	
		24th March 1903	(iii) Neglect of servants.—No. 5 up passenger train detained 15 minutes at Lucknow station, due to the ball valve release lever and a spindle of a third class carriage having jammed with dust.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brake which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE— <i>contd.</i> Oudh and Rohilkhand — <i>concd.</i>	Vacuum automatic	26th March 1903	(iii) Failure of material.—No. 5 up passenger train detained 10 minutes at Rampur station, due to the pipe connecting the engine cylinder with the train pipe having got damaged.	806,133
		1st April 1903	(iii) Neglect of servants.—No. 5 up passenger train lost 20 minutes between Bareilly and Bhitaura stations, due to the universal coupling rubber washer of a North Western railway horse box being deficient.	
		19th April 1903	(iii) Neglect of servants.—No. 150 down passenger train on Delhi branch detained 9 minutes at Bagsar station, due to the displacement of the dummy carrier of a 1st class carriage having prevented the coupling fitting tight.	
		11th May 1903	(iii) Neglect of servants.—No. 6 down passenger train detained 15 minutes at Shahjahanpur station, due to the universal hose pipe coupling of a reserved carriage being deficient of rubber washer.	
		14th May 1903	(iii) Failure of material.—No. 5 up passenger train detained 10 minutes at Moradabad station, due to the piston rod packing of a third class carriage and the brake-van drawing air.	
		14th May 1903	(iii) Neglect of servants.—No. 10 down passenger train detained 10 minutes at Lucknow station, due to leaks in the vacuum diaphragms of 2 third class carriages.	
North Western.	Vacuum automatic	...	(i) and (ii)— <i>Nil.</i>	See page 518.
		24th January 1903.	(iii) Failure of material.—No. 10 down passenger train detained 10 minutes at Bhatinda station, due to the piston rod packing ring of a third class carriage drawing air.	
		1st February 1903.	(iii) Failure of material.—No. 8 down mail train detained 10 minutes at Mering station, due to a leak in the T joint of the train pipe of a third class carriage, and a hole in the hose pipe rubber washer of a second class carriage.	
		22nd February 1903.	(iii) Failure of material.—No. 2 down mail train detained 23 minutes at Saharanpur station, due to a defect in the universal hose pipe of a third class carriage.	
		22nd February 1903.	(iii) Failure of material.—No. 1 up mail train detained 40 minutes at Saharanpur station, due to the universal hose pipe of an Oudh and Rohilkhand railway brake-van having perished.	
		28th February 1903.	(iii) Failure of material.—No. 1 up mail train detained 15 minutes at Saharanpur station, due to a defect in the hose pipe of an Oudh and Rohilkhand railway brake-van.	



TABLE No. II—contd.

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE—contd. North Western— concl'd.	Vacuum automatic	28th May 1903 .  12th June 1903 .  17th June 1903 .	(iii) Neglect of servants.—No. 12 down passenger train detained 5 minutes at Ghazibad station, due to adhesion of the vacuum piston of the engine.  (iii) Accidental.—No. 8 down mail train detained 10 minutes at Khairpur and 14 minutes at Setharja stations in releasing brake, due to the engine ball valve hose pipe getting burnt by live coal from the ash pan coming in contact with the hose pipe  (iii) Neglect of servants.—No. 17 up mixed train detained 13 minutes at Meerut Cantonment station, due to the universal hose pipe of 2 second class carriages being deficient of washers.	1,538,845
Great Indian Peninsula.	Vacuum automatic	...  3rd January 1903  21st January 1903.  27th January 1903.  31st January 1903.  10th February 1903.  25th February 1903.  26th March 1903  8th April 1903 .	(i) and (ii)—Nil.  (iii) Failure of material.—No. 16 up passenger train lost 21 minutes and worked non-vacuum between Talbahat and Bina stations, due to a leak in a third class carriage and in the train pipe of the engine.  (iii) Failure of machinery.—The driver of No. 14 up passenger train was unable to maintain sufficient vacuum between Bhopal and Misrod, due to a leak caused by the boiler being dirty.  (iii) Neglect of servants.—No. 16 up passenger train detained 16 minutes at Bina station, to replace a Clayton washer on a third class carriage.  (iii) Failure of material.—No. 14 up passenger train lost 15 minutes on the journey and worked non-automatic from Saiyan to Jhansi station, due to a leak in a Clayton coupling rubber washer of a second class carriage.  (iii) Failure of material.—No. 5 down mail train lost 11 minutes between Hoshangabad and Bhopal stations, due to the auxiliary copper pipe of the engine breaking.  (iii) Failure of machinery.—No. 15 down passenger train lost 10 minutes at Byculla and Kalyan stations, due to the pipe of the rear brake-van rising off the plug.  (iii) Failure of material.—No. 30 up passenger train lost 17 minutes between Shahabad and Sholapur stations, due to a leak through the Clayton coupling washer of a third class carriage.  (iii) Neglect of servants.—No. 16 up passenger train detained 47 minutes at Agra Fort station, due to the hose pipe of three carriages being deficient of Clayton coupling washers.	

See page 51 L.

TABLE No. II—*contd.*

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains with the automatic vacuum brake.
5' 6" GAUGE— <i>contd.</i> Great Indian Peninsula— <i>concl.</i>	Vacuum automatic.	29th April 1903.	(iii) Failure of machinery.—No. 28 up passenger train worked non-automatic from Lakh to Dhond station, due to a bolt and washer of the clappet valve metal disc having worked loose and dropped down the train pipe into the drip trap, and the driver being unable to maintain sufficient vacuum.	2,754,875
		25th May 1903.	(iii) Failure of material.—No. 2 up mail train detained 5 minutes between Ghat Kopar and Bhandup due to displacement of the flexible pipe of the rear brake-van.	
		27th June 1903.	(iii) Neglect of servants.—No. 110 up local train detained 5 minutes at Sion station, due to a nut having jammed the clappet valve.	
Bombay, Baroda and Central India.	Vacuum automatic.	...	(i) and (ii)— <i>Nil.</i>	See page 6
		10th January 1903.	(iii) Neglect of servants.—No. 8 up ordinary train lost 4 minutes at Barejadi, 6 minutes between Barejadi and Mehinabad and 15 minutes at Anand station, in releasing and adjusting the brake blocks of a third class carriage which were getting jammed with the wheels.	
		29th January 1903.	(iii) Failure of material.—No. 4 up ordinary train lost 13 minutes at Goregaon station, due to the breakage of the train connection pipe of the vacuum cylinder of a bogie carriage, and 10 minutes at Bandra station, due to the blocks having jammed the rear wheels of a carriage.	
		24th February 1903.	(iii) Failure of material.—The driver of No. 8 up ordinary train could not maintain vacuum, due to the rubber pipe connection on a saloon carriage having torn.	
		27th March 1903	(iii) Neglect of servants.—No. 169 down local train lost 3 minutes at Grant Road station, the driver not being able to create vacuum, owing to one of the hose coupling pipes between two carriages becoming slack from improper coupling.	
		7th April 1903.	(iii) Neglect of servants.—No. 4 up ordinary train lost 16 minutes between Surat and Navsari stations, due to skidding of the wheels of a third class carriage from imperfect fitting of brake blocks.	
		27th April 1903.	(iii) Failure of material.—No. 5 down ordinary train detained 16 minutes at Sayan station owing to a leak in the train pipe.	
		13th May 1903.	(iii) Failure of machinery.—No. 8 up ordinary train lost 35 minutes between Palghar and Virar stations, due to the brake blocks of the rear wheels on a bogie third class carriage having jammed on the wheels.	
		20th May 1903.	(iii) Neglect of servants.—No. 2 up mail train detained 5 minutes at Bandra station owing to deficiency of a rubber washer in the back flexible coupling pipe of a carriage.	



TABLE No. II—contd.

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic-vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent. (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE—concl'd.				
Bombay, Baroda and Central India—concl'd.	Vacuum automatic	21st May 1903 .	(iii) Failure of material.—No. 1 down mail train detained 10 minutes at Bandra station, due to the brake blocks of the brake van having jammed on the wheels owing to the suspension link from sole bar to the brake block having bent.	730,844
		25th May 1903 .	(iii) Failure of material.—No. 7 down ordinary train detained 10 minutes at Vasad station, due to the brake blocks of 2 third class carriages having jammed owing to a leak through the piston packings.	
		3rd June 1903 .	(iii) Neglect of servants.—No. 14 up passenger train detained 12 minutes at Amargarh station, to release the brake blocks of a carriage which were getting jammed.	
		16th June 1903 .	(iii) Failure of material.—No. 5 down ordinary train detained 8 minutes at Broach station to release the brake blocks of a saloon carriage which got jammed owing to the brake pull rod being out of order.	
		22nd June 1903 .	(iii) Neglect of servants.—No. 1 down mail train lost 23 minutes between Nulla-Sopara and Virar stations, due to the vacuum connecting pipe close to the carriage pipe having parted owing to the coupling being left slack.	
		22nd June 1903 .	(iii) Failure of machinery.—No. 166 up local train detained 15 minutes at Bandra station, due to the vacuum disc being cut and the steam disc leaking.	
Madras . . . .	Vacuum automatic	...	(i) and (ii)—Nil.	644,944
		16th January 1903.	(iii) Failure of machinery.—No. 14 up mail train worked non-vacuum from Rayalcheruvu station to destination, due to the train and chamber pipe of the engine drawing air.	
		15th February 1903.	(iii) Failure of machinery.—No. 2 up mail train worked non-vacuum from Pithapuram to Rajahmundry station and lost 27 minutes, due to the rings of both the engine and tender pistons being worn.	
		27th March 1903	(iii) Failure of machinery.—No. 1 down train detained 10 minutes at Tada station and worked non-vacuum to destination, due to a leak in the joint of the train pipe.	
		22nd May 1903 .	(iii) Failure of machinery.—No. 7 down passenger train detained 7 minutes at Avadi station and worked non-vacuum to destination, due to the breakage of the universal pipe horns between the brake-van and the engine.	
3' 3½" GAUGE.				
Eastern Bengal	Vacuum automatic	....	(i) and (ii)—Nil.	See page 518.
		1st January 1903	(iii) Failure of material.—No. 75 up mail train detained 4 minutes at Sonaili station, and 12 minutes between Sonaili and Barsoi junction stations, due to a leak in the coupling pipe of a luggage van.	

TABLE No. II—contd.

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances, under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
3' 2 3/8" GAUGE—contd. Eastern Bengal—contd.	Vacuum automatic	8th January 1903	(iii) Failure of material.—No. 22 down mail train detained 7 minutes at Chorkai station, in creating vacuum due to the coupling lug of a composite carriage breaking.	See page 518.
		12th January 1903.	(iii) Failure of material.—No. 22 down mail train detained 5 minutes outside the south distant signal of Parbatipur junction, due to the gear of a composite carriage breaking.	
		18th January 1903.	(iii) Failure of material.—No. 15 up passenger train lost 9 minutes between Parbatipur junction and Shampur stations, due to the train pipe of the brake van blowing in consequence of the twisting of a rubber washer.	
		19th and 20th January 1903.	(iii) Failure of machinery.—No. 15 up passenger train lost 10 minutes between Sara and Santahar Junction stations, and 15 minutes at Santahar Junction station, due to non-release of the brake of a third class carriage.	
		20th and 21st January 1903.	(iii) Failure of material.—No. 16 down passenger train detained 10 minutes at Parbatipur junction station, and 15 minutes at Nattore station, due to a leak in the train pipe of a third class carriage.	
		27th January 1903.	(iii) Neglect of servants.—No. 75 up mail train lost 17 minutes between Parbatipur and Badarganj stations, due to the coupling pipe of a fish van not having been coupled up.	
		2nd February 1903.	(iii) Failure of material.—No. 75 up mail train detained 4 minutes at Sonaili station, due to a leak in the coupling pipe of a carriage.	
		3rd February 1903.	(iii) Failure of material.—No. 75 up mail train detained 28 minutes at Kaunia station, due to a leak in the coupling pipe of a carriage.	
		3rd February 1903.	(iii) Failure of material.—No. 72 down mail train detained 15 minutes at Lalmanirhat station, due to a leak in the train pipe coupling of a third class carriage.	
		9th February 1903.	(iii) Failure of machinery.—No. 21 up mail train detained 10 minutes at Santahar station, due to the non-release of the brake of a third class carriage.	
		13th February 1903.	(iii) Failure of material.—No. 15 up passenger train detained 30 minutes at Sara, 18 minutes at Atrai, 7 minutes between Atrai and Raninagar and 8 minutes at Raninagar, due to a defect in the engine vacuum pipe.	
		3rd March 1903.	(iii) Failure of material.—No. 15 up passenger train detained 12 minutes at Badarganj station, due to some defect in the pipe of a composite carriage.	
		5th March 1903.	(iii) Failure of material.—No. 72 down mail train detained 13 minutes at Lalmanirhat station, due to the train pipe of a saloon carriage being out of order.	





TABLE No. II—*contd.*

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.
3' 6" GAUGE— <i>contd.</i> Eastern Bengal— <i>concl.</i>	Vacuum automatic	14th May 1903 .  23rd May 1903 .  30th May 1903 .  1st June 1903 .  9th June 1903 .  16th June 1903  24th June 1903  29th June 1903	(iii) Inexperience of servants.—No. 72 down mail train detained 15 minutes at Mogalhat station, due to the staff not being able to uncouple the train pipe when attaching a saloon carriage to the train.  (iii) Failure of material.—No. 16 down passenger train lost 33 minutes on the journey from Lalmanirhat to Shampur station, due to the brake piston of the brake van drawing air and preventing the maintenance of the vacuum.  (iii) Failure of machinery.—No. 16 down passenger train detained 20 minutes at Parbatipur station, due to some defect in the brake of an intermediate class carriage.  (iii) Failure of machinery.—No. 15 up passenger train detained 4 minutes at Badarganj station, due to the jamming of a piston and non-release of blocks.  (iii) Neglect of servants.—No. 75 up mail train detained 7 minutes at Barsoi Junction station, due to the pipe of the brake van drawing air in consequence of its not having been properly fixed on the dummy plug.  (iii) Failure of machinery.—No. 15 up passenger train detained 5 minutes at Shampur station, due to non-release of the brake block of a 3rd class carriage.  (iii) Neglect of servants.—No. 15 up passenger train lost 8 minutes between Parbatipur and Badarganj stations, and 5 minutes at Badarganj, due to the brake block of the brake van being hard on in consequence of some jute having got into the passage in the ball valve.  (iii) Failure of machinery.—No. 15 up passenger train lost 12 minutes between Parbatipur and Shampur stations, due to the non-release of the brake block of the tender.
South Indian	Vacuum automatic	... 13th May 1903 .  27th May 1903 .	(i) and (ii)— <i>Nil</i> . (iii) Neglect of servants.—No. 24 fast mail train detained 3 minutes at mile 235—16, due to careless application of the brake.  (iii) Neglect of servants.—No. 38 mail train detained 15 minutes at Trichinopoly station, due to careless application of the brake.
Burma	Vacuum automatic	..... 1st January 1903	(i) and (ii)— <i>Nil</i> . (iii) Neglect of servants.—No. 73 up local train detained 20 minutes at Rangoon station owing to the necessity for changing the engine at the last moment; the trunnion of cylinder of the engine being found broken.

Number of miles run by trains fitted with the automatic vacuum brake.

191,920

316,366

See page 519.



TABLE No. II.—*concl'd.*

Statement showing, for the six months ended the 30th June 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*concl'd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
3' 3½" GAUGE— <i>concl'd.</i> Burma— <i>concl'd.</i>	Vacuum automatic	4th January 1903	(iii) Neglect of servants.—No. 1 up express train worked non-vacuum from Pyu to Toungoo station, due to cinders being sucked into the ejector and the valve through the hose pipe being off the dummy whilst attempting to create vacuum.	481,074
		5th January 1903	(iii) Failure of material.—No. 4 down express train lost 47 minutes and worked non-vacuum between Shwemyo and Toungoo stations, due to a perished India rubber coupling washer drawing air.	
		24th January 1903.	(iii) Neglect of servants.—No. 3 up mail train lost 30 minutes between Nyaunglebin and Tawwi stations, due to a small piece of cinder being sucked into the cone of the small ejector of the engine.	
		25th January 1903.	(iii) Neglect of servants.—No. 2 down mail train detained 19 minutes at Toungoo station, and worked non-vacuum to Pyu station, due to the driver having failed to put on the barometric valve cover, after removal to clean it.	
		28th February 1903.	(iii) Neglect of servants.—No. 1 up express train lost 20 minutes between Kywebwe and Oktwin stations, due to failure of vacuum on account of cinders having been sucked in through the train pipe when the engine was uncoupled at some road side station for water.	
		23rd March 1903	(iii) Failure of material.—No. 69 up local train worked non-vacuum on the return journey from Insein station, due to cracking of the train elbow pipe under the frame which prevented the creation of the necessary vacuum.	
		30th March 1903	(iii) Failure of material.—No. 3 up mail train lost 9 minutes between Pyuntaza and Toungoo stations, due to a leak in the piston rod packing ring of a coaching vehicle.	
		3rd April 1903 .	(iii) Failure of material.—No. 4 down express train lost 9 minutes, due to failure of a universal coupling washer of a coaching vehicle.	
		18th May 1903 .	(iii) Neglect of servants.—No. 1 up express train lost 20 minutes, due to the hose pipe of the engine having got burnt.	
		20th May 1903 .	(iii) Failure of material.—No. 2 down mail train lost 10 minutes, due to a rent in the vacuum chamber hose pipe.	
		22nd May 1903 .	(iii) Failure of material.—No. 3 up mail train lost 15 minutes, due to a leak in the train pipe of a coaching vehicle.	
		8th June 1903 .	(iii) Failure of material.—No. 2 down express train lost 43 minutes, due to the vacuum chamber of the engine dropping off on account of breakage of the securing band.	
		23rd June 1903 .	(iii) Failure of material.—No. 3 up mail train lost 20 minutes, due to a leak in the hose pipe of the tender.	

WHOLESALE AND RETAIL PRICES IN THE FIRST HALF OF  
FEBRUARY 1904 OF:

RICE  
WHEAT AND FLOUR  
BARLEY  
JAWAR AND BAJRA  
RAGI  
KANGNI

MAIZE  
GRAM AND PULSE  
GHI  
SUGAR  
SALT  
TOBACCO

TURMERIC  
GRASS AND STRAW  
JAWAR STALKS  
BHUSA  
SHEEP, GOATS, AND BULLOCKS



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE FIRST HALF OF FEBRUARY

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Burma—*</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	...	35.96	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	29.23	28.44	...	...	...	...	...	...	...	...
Moulmein and Amherst . . . . .	...	...	35.55	28.32	55.65	55.65	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Rangoon . . . . .	...	...	21.33	21.92	27.12	32	...	...	...	...	...	...
Thongwa . . . . .	...	...	31.68	29.63	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	28.07	27.95	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henzada . . . . .	...	...	28.19	27	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	26.89	34.97	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	33.16	35.96	37.21	32.65	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Fakokku . . . . .	...	...	38.1	33.17	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpyn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	28.57	33.33	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	11.25	15	27.5	30	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	25	27.5	...	...	...	...	...	...	...	...
<b>Bengal—*</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	27.5	30	...	...	...	...	27.5	20	...	...
Dacca . . . . .	...	...	25	27.5	27.5	25	...	...	...	...	...	...
<i>Deltaic—</i>												
Midnapur . . . . .	...	...	25	30	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	40	37.5	30	30	...	...	25	23.75	23.75	22.5
<i>Central—</i>												
Bardwan . . . . .	...	...	29.53	29.37	...	...	...	...	...	...	...	...
Patna . . . . .	...	...	24.06	30.47	24.22	22.19	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	21.43	27.5	33.23	32.5	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	18.75	23.12	26.25	28.12	...	...	...	...	...	...
<i>Bihār, south—</i>												
Patna . . . . .	...	...	25	28.12	23.12	26.25	...	...	14.37	19.37	16.87	11.25 to 19.37
<i>Bihār, north—</i>												
Bhagalpur . . . . .	...	...	28.75	25.62	28.75	28.75	...	...	15.73	17.5	...	...
Muzaffarpur . . . . .	...	...	25	27.5	25	28.59	...	...	14.53	15.94	...	...
<b>United Provinces:</b>												
<b>(a) AGRA—</b>												
<i>Eastern—</i>												
Benares . . . . .	15.99	17.92	27.13	28.44	25.78	26.51	32.97	32.34	17.5	18.33	17.92	16.2
<i>Central—</i>												
Cawnpore . . . . .	18.59	17.76	33.33	29.63	24.22	25.78	29.63	29.63	16.3	18.59	15.68	16.67
Jhansi . . . . .	20	20	43.23	36.35	29.75	31.04	...	...	13.33	18.18	14.22	14.79
<i>Western—</i>												
Meerut . . . . .	...	...	36.46	36.46	25	26.51	30.78	31.99	16.33	17.76	15.21	18.18
Agra . . . . .	23.59	19.06	47.03	47.03	25	26.67	28.54	31.98	15.63	18.19	15.1	18.59
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	18.18	...	33.33	24.63	25	...	...	15.1	15.99	...	16.67
<b>(b) OUDH—</b>												
<i>Southern—</i>												
Lucknow . . . . .	19.37	18.18	33.23	31.98	24.58	25.78	30.73	30.73	15.99	16.67	17.29	17.19
<i>Northern—</i>												
Fyzabad . . . . .	17.5	17.5	37.5	37.5	25.62	25.47	...	...	16.87	17.76	16.87	...

\* The figures under "Rice, husked" represent the prices of common rice

(The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	...	...	...	...	...	...	Mergui
...	...	...	...	...	...	40.76	40.76	50	50	...	...	Tavoy
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst
...	...	...	...	...	...	23.88	25.4	25.4	29.63	...	...	Pegu (deltaic)—
...	...	...	...	...	...	37.65	28.19	...	...	...	...	Rangoon
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa
...	...	...	...	...	...	...	...	...	...	...	...	Bassein
...	...	...	...	...	...	...	...	45.71	48.12	...	...	Pegu (inland)—
...	...	...	...	...	...	36.99	38.1	...	...	...	...	Henzada
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo
...	...	...	...	...	...	31.53	25	47.76	44.14	...	...	Upper Burma—
...	...	...	...	...	...	30.05	20	41.29	41.29	...	...	Mandalay
...	...	...	...	...	...	...	...	...	...	...	...	Bamo
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku
...	...	...	...	...	...	38.1	40	50	57.14	...	...	Arakan—
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpyu
...	...	...	...	...	...	...	...	...	...	...	...	Akyab
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati
...	...	...	...	...	...	30	30	43.75	42.5	360	310	Bengal—
...	...	...	...	...	...	28.75	30	28.75	30	400	400	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong
...	...	...	...	...	...	...	...	...	...	...	...	Dacca
...	...	...	...	...	...	25 to 30	23.75 to 28.12	37.5	35 to 37.5	325 to 390	295 to 300	Deltaic—
26.25	23.75	...	...	22.5	21.25	25	27.5	45	42.5	390	390	Midnapur
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta
...	...	...	...	...	...	22.5 and 23.75	25	35	38.75	320	280	Central—
...	...	...	...	...	...	26.56	25.31	37.5	40.78	530	530	Bardwan
...	...	...	...	20	22.5	26.67	27.5	37.76	37.5	328.85	360	Pabna
...	...	...	...	...	...	22.5	19.69	26.15	19.69	337.5	318.75	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur
...	...	13.12	...	15	15.62	18.12	16.56	26.25	24.37	270	260	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack
...	...	...	...	18.59	14.37	21.09	18.75	35	31.25	316.87	363.12	Bihar, south—
...	...	14.18	15.94	18.91	15.94	20	20	30.78	26.56	290.94	255.94	Patna
...	...	...	...	...	...	...	...	...	...	...	...	Bihar, north—
...	...	...	...	...	...	...	...	...	...	...	...	Bhagalpur
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur
...	...	...	...	...	...	...	...	...	...	...	...	United Provinces:
...	...	...	...	...	...	...	...	...	...	...	...	(a) AGRA—
16.67	16.04	...	...	15	15.88	17.71	16.04	34.27	30.36	325.99	308.8	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Benares
14.27	17.03	...	...	14.01	15.36	17.4	18.18	...	22.24	290.88	266.67	Central—
18.33	17.4	...	...	12.5	...	15.99	18.38	...	...	304.84	256.25	Cawnpore
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi
16.67	20.94	...	...	15.36	19.06	18.18	21.04	28.18	28.59	304.74	278.28	Western—
15.68	20.52	...	...	17.08	...	18.18	20	38.07	38.07	280.62	246.15	Meerut
...	17.4	...	...	...	15.99	20.21	21.04	...	22.24	320	280	Agra
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, west—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur
...	...	...	...	...	...	...	...	...	...	...	...	(b) OUDH—
17.76	15.99	...	...	15.36	15.36	19.37	19.06	25.78	24.22	305	290	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow
18.75	...	...	...	15	...	18.75	18.28	...	...	340	300	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad



WHOLESALE PRICES FOR THE FIRST HALF OF FEBRUARY—continued

[illegible]

[illegible]



## WHOLESALE PRICES FOR THE FIRST HALF OF FEBRUARY—continued

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern— Ajmer . . . . .	12.5	12.5	...	...	32.03	36.41	...	...	20	25	16.07	22.10
<b>Panjab—</b>												
Southern— Ferozpur . . . . .	19.06	16.72	44.37	44.37	22.19	27.5	29.37	33.23	14.22	18.12	13.75	17.34
Central— Lahore . . . . .	20	24.52	41.04	43.28	22.24	26.25	26.51	29.95	13.12	17.5	14.32	18.44
South-eastern— Delhi . . . . .	...	19.06	38.12	38.33	25.78	28.54	30.78	31.56	14.84	17.4	14.32	19.06
Submontane— Amritsar . . . . .	20	23.54	38.07	39.01	21.61	25	25.78	28.59	...	...	...	...
Northern— Rawalpindi . . . . .	20	22.19	42.08	51.82	23.49	29.06	26.67	30.78	17.03	20	15.99	15.94
Western— Multan . . . . .	19.01	18.18	30.78	30.78	27.55	28.54	34.01	34.01	17.76	19.69	15.99	18.18
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	37.81	37.5	...	31.25	...	...	...	...	...	...
Shikarpur . . . . .	...	...	...	...	26.25	27.19	...	...	15	...	...	...
Quetta . . . . .	...	...	...	...	{ 30 to 33.12 }	{ 34.37 to 36.25 }	57.5	57.5	{ 22.5 to 23.75 }	28.44	18.75	23.12
<b>Bombay—</b>												
Deccan and Karnatak—					80.83	...	...	...	...	...	...	...
Dharwar . . . . .	...	...	...	32.81	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.-E. Deccan—					...	...	...	...	...	...	19.43	...
Ahmednagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—					...	...	...	...	...	...	27.88	18.75
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—(a)</b>												
Western— Nagpur . . . . .	...	...	31	34	26	29	33.25	40	...	...	18.5	21
Central— Jubbulpore . . . . .	...	...	28.5	36.37	26.62	28.5	32	36.37	...	...	14.75	16
Eastern— Raipur . . . . .	...	...	22.5	31	22.5	24	28	30	...	...	14.25	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	31.25	44.62	...	...	...	...	18.25	20
Akola . . . . .	...	...	...	75	49	45.75	53	50	...	...	28	22.87
Ellichpur . . . . .	...	...	61.5	61.5	34.75	40	44.37	47	...	...	22.87	24
Amraoti . . . . .	...	...	40	45	32.5	37.5	38	43.5	...	...	17.5	23.75
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	...	19.2
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	15.5	14.7
Cuddapah . . . . .	20.5	15.9	...	...	...	...	...	...	...	...	15.3	12.1
Karnul . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	19.9	20.9	35.8	39.1	...	...	...	...	...	...	...	...
Tanjore . . . . .	21.6	19.5	35.8	28.4	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . . . .	...	...	...	...	...	...	...	...	...	...	15.1	16
<b>Mysore—</b>												
Mysore . . . . .	21.2	21.18	31.07	32.94	39.19	48.76	48	48	...	...	10.98	14.30
Bangalore . . . . .	11.41	19.59	35.75	37.66	35.02	42.44	56.95	56.83	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or chanwal

(The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
22.19	20	...	...	17.34	21.04	24.06	25.56	...	...	305	255.94	Rajputana— Eastern— Ajmer
17.31	19.06	...	...	12.97	15.94	18.28	18.12	40	40	315	285	Panjab— Southern— Ferozpur
17.03	20.78	...	...	18.33	18.91	15.26	19.74	37.24	37.24	336.87	297.81	Central— Lahore
17.4	21.04	...	...	14.84	19.06	17.4	22.19	33.33	30.16	340	290	South-eastern— Delhi
...	...	...	...	13.8	18.59	14.37	20	...	...	...	...	Submontane— Amritsar
19.06	22.5	...	...	17.4	20.47	17.4	22.19	34.79	30	290.88	277.5	Northern— Rawalpindi
17.76	21.04	...	...	16.67	18.18	18.38	24.22	...	...	336.82	290.88	Western— Multan
...	...	...	...	...	...	...	25.31	...	...	330	...	Sind and Baluchistan— Karachi
...	...	...	...	...	...	18.18	...	...	...	333.12	302.5	Shikarpur
...	...	...	...	21.25	{ 22.5 to 24.37 }	...	...	40	39.37	{ 340 to 370 }	{ 295 to 315 }	Quetta
...	...	...	...	...	...	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar
11.77	...	...	...	...	...	...	...	...	...	...	...	Sholapur
18.07	...	...	...	...	...	24.37	...	...	...	...	...	Poona
...	18.23	...	...	...	...	...	...	...	29.17	...	...	Khandesh and N.-E. Deccan— Ahmednagar
19.53	22.97	...	...	...	...	...	...	...	...	...	...	Dhulia
21.25	18.75	...	...	...	...	...	...	...	...	...	...	Gujarat— Surat
...	...	...	...	...	...	...	...	...	...	...	...	Ahmadabad
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces— Western— Nagpur
...	...	...	...	...	...	22	26	39	39	350	317	Central— Jubbulpore
...	...	...	...	...	...	18	22.25	33.25	36.37	275	260	Eastern— Raipur
...	...	...	...	...	...	22.5	24	32	32	265	250	Berar— Basim
...	25	...	...	...	...	32.5	30	50	41.62	...	295	Akola
...	25	...	...	...	...	25.75	30.75	40	44.37	290.87	266.62	Ellichpur
...	25	...	...	...	...	21.25	27.5	37.5	37.5	320	300	Amravati
...	14.4	...	...	...	...	...	39.2	...	...	...	326	Madras— South, central— Coimbatore
...	...	15	15.9	...	...	...	...	26.9	26.9	299.6	325.3	Salem
18.2	18.2	...	...	...	...	...	33.6	...	20.7	340.2	285.7	Central— Bellary
...	...	...	...	...	...	...	...	...	...	263.2	233.2	Cuddapah
...	...	...	...	...	...	...	...	...	...	...	...	Karnul
...	...	15.6	17.9	...	...	...	...	29.7	22.1	...	...	East Coast, central— Nellore
...	...	...	...	...	...	28.1	30.9	...	...	312.7	236.3	East Coast, South— Madras
...	...	...	...	...	...	...	...	...	...	...	...	Tanjore
...	...	14.2	17.1	...	...	...	...	...	...	...	...	Trichinopoly
22.7	19.9	...	...	...	...	...	...	27.8	25.6	...	...	Southern— Madura
...	...	14.7	15.67	...	...	12.19	13.67	76.8	54.87	309.75	398.48	Mysore— Mysore
...	...	12.1	14.19	...	...	14.96	13.71	58.78	50.75	343.5	360.03	Bangalore



## WHOLESALE PRICES FOR THE FIRST HALF OF FEBRUARY—concluded

DISTRICTS	SUGAR, RAW (Gur)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern—												
Ajmer . . . . .	50	50	...	...	...	...	...	...	5	5	3.33	3.33
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	40	40	...	...	80	80	57.19	100	3.28	3.28	5	5
Central—												
Lahore . . . . .	38.07	41.04	...	...	53.33	57.19	66.67	78.07	8.02	12.5	6.67	10
South-eastern—												
Delhi . . . . .	34.79	30.78	...	...	61.56	80	66.67	80	6.67	5	5.62	3.75
Submontane—												
Amritsar . . . . .	36.35	25.57	...	...	50	40	...	80	...	...	5.31	8.91
Northern—												
Rawalpindi . . . . .	36.15	40	...	...	...	...	61.56	67.5	13.33	8.12	8.91	6.25
Western—												
Multan . . . . .	44.43	43.23	...	...	80	80	66.67	80	4.01	7.97	5.31	10
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	65	...	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	...	40.47	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan and Karnatak—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	50.88	48.23	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	33.25	42	66.62	80	57	57	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	30	40	130	150	50	58	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akola . . . . .	...	52.37	40	...	...	123.75	...	66.62	4	...	9	...
Ellichpur . . . . .	...	61.54	34	...	133.25	160	61.5	61.5	...	10	...	...
Amratoti . . . . .	...	40	30	...	160	140	46	60	3	...	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	...	32	...	...	...	...	...	...	...	...	...	...
Salem . . . . .	...	...	...	...	115.6	111.8	27.4	21.7	...	...	6.9	6.9
Central—												
Bellary . . . . .	...	35.7	...	...	...	...	...	...	...	...	...	...
Cuddapah . . . . .	...	...	...	...	...	...	28	24.6	...	...	...	...
Karnul . . . . .	...	...	...	...	49.4	49.4	32.9	25.1	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.9	4.4
East Coast, south—												
Madras . . . . .	62.6	41.1	...	...	123.4	123.4	32.1	31.3	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	82.4	113.1	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	106.8	106.8	...	...	...	...	4.3	4.3
<b>Mysore—</b>												
Mysore . . . . .	40.48	55.08	...	...	260.28	274.28	68.34	68.57	5	5	4	4
Bangalore . . . . .	51.43	40.71	...	...	308.57	308.57	34.29	49.3	7.61	9.1	6.86	7.31

(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BHUSA		SHEEP, PER SCORE		GOATS, PER SCORE		PLOUGH BULLOCKS, PER PAIR		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
2.5	3.33	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer
3.28	3.28	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur
...	...	...	...	100	100	...	...	112.5	112.5	Central— Lahore
5.62	5	...	...	80	70	...	...	120	120	South-eastern— Delhi
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar
8.91	7.29	...	...	70	70	...	...	80	80	Northern— Rawalpindi
4.01	7.97	...	...	50	50	...	...	70	70	Western— Multan
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi Shikarpur
...	...	8.12	14.69	40 to 140	40 to 140	...	...	...	...	Quetta
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar Sholapur Poona
...	...	...	...	...	...	...	...	...	...	Khandesh and N.-E. Deccan— Ahmadnagar Dhulia
...	...	...	...	...	...	...	...	...	...	Gujarat— Sarat Ahmadabad
...	...	...	...	60	60	...	...	100	100	Central Provinces— Western— Nagpur
...	...	...	...	55	55	...	...	35	35	Central— Jubbulpore
...	...	...	...	...	...	...	...	40	...	Eastern— Raipur
9	...	...	...	60	...	...	...	100	...	Berar— Basim Akola Ellichpur Amratoti
...	4	...	...	60	65	...	...	60	80	
...	...	...	...	60	50	...	...	150	150	
...	...	...	...	65	65	...	...	75	75	
...	1.9	...	...	...	...	...	...	...	50	Madras— South, central— Coimbatore Salem
...	...	...	...	75	75	75	75	...	...	
...	2.5	...	...	80	80	80	80	100	100	Central— Bellary Cuddapah Karnul
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore
...	...	...	...	55	67.5	55	67.5	...	...	East Coast, south— Madras Tanjore Trichinopoly
...	...	...	...	80	80	80	80	...	...	
...	...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	40	40	Southern— Madura
8.75	3.5	...	...	100	100	...	...	70	70	Mysore— Mysore
...	...	...	...	160	140	...	...	120 to 150	120 to 150	Bangalore

J. A. ROBERTSON

Offg. Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, March 11, 1904



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE FIRST HALF OF FEBRUARY 1904 (*The figures*

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU ( <i>Andropogon sorghum</i> )		BAJRA OR CUMBU ( <i>Pennisetum typhoideum</i> )	
					Best sort		Common					
	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month
Burma—												
Tenasserim—												
Mergui . . . . .	...	...	...	...	12 8	12 8	13 6	13 6	...	...	...	...
Tavoy . . . . .	...	...	...	...	8 7	8 7	9 —	9 0	...	...	...	...
Moulmein and Amherst . . . . .	6 13	6 13	...	...	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Pegu . . . . .	13 12	13 12	...	...	9 3	9 3	10 4	10 4	...	...	...	...
Rangoon . . . . .	...	...	...	...	16 —	15 8	17 4	16 12	...	...	...	...
Thongwa . . . . .	...	...	...	...	10 11	10 11	11 9	11 9	...	...	...	...
Bassein . . . . .	...	...	...	...	11 6	8 9	13 9	9 6	...	...	...	...
Pegu (inland)—												
Tharawadi . . . . .	...	...	...	...	10 —	10 —	10 12	10 12	...	...	...	...
Henzada . . . . .	...	...	...	...	10 6	9 11	13 13	13 4	...	...	...	...
Prome . . . . .	...	...	...	...	12 4	11 3	15 9	13 15	...	...	...	...
Tonugoo . . . . .	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...
Thayetmyo . . . . .	...	...	...	...	10 —	10 6	13 12	13 7	...	...	...	...
Upper Burma—												
Mandalay . . . . .	10 8	10 8	...	...	10 9	11 2	11 13	11 6	...	...	...	...
Bamo . . . . .	...	...	...	...	8 —	8 —	9 12	9 12	...	...	...	...
Pakokku . . . . .	...	...	...	...	9 2	9 2	9 13	9 13	...	...	...	...
Meiktila . . . . .	...	...	...	...	12 12	12 12	14 —	14 —	33 12	33 12	...	...
Arakan—												
Sandoway . . . . .	...	...	...	...	17 8	17 8	21 —	21 —	...	...	...	...
Kyaukpada . . . . .	...	...	...	...	14 9	13 2	15 9	14 2	...	...	...	...
Akyab . . . . .	...	...	...	...	12 —	12 —	13 —	13 —	...	...	...	...
Assam—												
Surma—												
Sylhet . . . . .	10 —	9 12	...	...	9 —	9 —	17 8	17 8	...	...	...	...
Cachar . . . . .	...	...	...	...	12 12	12 12	19 2	19 2	...	...	...	...
Hill tracts—												
Khasi and Jaintia Hills . . . . .	7 —	7 —	...	...	5 —	5 8	10 —	10 —	...	...	...	...
Garo Hills . . . . .	...	...	...	...	4 —	4 —	15 —	14 —	...	...	...	...
Manipur . . . . .	...	...	...	...	23 8	22 —	27 —	26 —	...	...	...	...
Naga Hills . . . . .	...	...	...	...	14 8	15 —	16 —	16 —	...	...	...	...
Lushai Hills . . . . .	...	...	...	...	4 4	4 4	6 8	6 8	...	...	...	...
Brahmaputra—												
Goalpara . . . . .	17 —	16 —	...	...	5 8	5 8	16 —	16 —	...	...	...	...
Kamrup . . . . .	10 —	10 —	...	...	9 8	10 —	16 —	16 —	...	...	...	...
Darrang . . . . .	9 —	8 —	...	...	9 —	9 —	18 —	18 —	...	...	...	...
Nowgong . . . . .	...	...	...	...	8 —	8 —	16 —	16 —	...	...	...	...
Sibsagar . . . . .	...	...	...	...	6 —	6 —	14 —	14 —	...	...	...	...
Lakhimpur . . . . .	9 —	8 —	...	...	6 8	6 8	12 —	11 8	...	...	...	...
Bengal—												
Eastern—												
Backerganj . . . . .	...	...	...	...	...	...	15 —	{ 12 — and 15 — }	...	...	...	...
Nonkhali . . . . .	...	...	...	...	...	...	16 —	17 8	...	...	...	...
Chittagong . . . . .	...	...	...	...	...	...	14 —	14 4	...	...	...	...
Tippura . . . . .	...	...	...	...	...	...	14 14	16 3	...	...	...	...
Dacca . . . . .	11 —	16 —	14 —	16 —	...	...	16 —	16 —	...	...	...	...
Maimensingh . . . . .	11 8	11 8	11 —	11 —	...	...	16 —	16 —	...	...	...	...
Deltaic—												
Khulna . . . . .	...	...	...	...	...	...	16 —	16 —	...	...	...	...
24-Parganas . . . . .	...	...	...	...	...	...	12 —	12 —	...	...	...	...
Midnapur . . . . .	11 8	11 8	...	...	...	...	16 —	16 —	...	...	...	...
Howrah . . . . .	13 —	12 12	20 —	20 —	...	...	11 7	11 4	...	...	16 —	16 —
Calcutta . . . . .	12 4	12 4	14 8	14 —	...	...	9 10	9 10	16 —	17 —	14 —	14 8
Hooghly . . . . .	12 10	12 10	...	...	...	...	10 —	10 —	...	...	...	...
Nadia (Krishnagarh) . . . . .	16 —	16 —	20 —	20 —	...	...	12 7	12 8	...	...	...	...
Jessore . . . . .	10 —	11 4	11 4	10 4	...	...	16 —	15 —	...	...	...	...
Faridpur . . . . .	16 —	16 —	...	22 —	...	...	16 —	16 —	...	...	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI ( <i>Eleusine coracana</i> )		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer aristinum</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	9 5	9 5	...	...	7 9	7 9	15 15	15 15	Tenasserim—
...	...	...	...	...	...	...	...	...	...	16 4	16 4	Mergui
...	...	...	...	9 5	9 5	...	...	8 8	8 8	17 —	17 —	Tavoy
...	...	...	...	15 12	15 12	...	...	14 12	14 10	15 12	15 12	Moulmein and Amherst
...	...	...	...	9 13	9 13	...	...	...	...	12 8	12 8	Pegu (deltaic)—
...	...	...	...	...	...	...	...	...	...	15 1	15 1	Pegu
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Rangoon
...	...	...	...	...	...	...	...	8 2	8 2	16 2	17 11	Thongwa
...	...	...	...	10 8	10 8	...	...	8 2	8 2	16 2	16 2	Bassein
...	...	...	...	12 12	11 10	...	...	8 10	8 10	10 15	10 15	Pegu (inland)—
...	...	...	...	12 6	12 6	...	...	...	...	11 10	11 10	Tharawadi
...	...	...	...	6 3	6 3	...	...	8 3	8 10	14 8	14 8	Henzada
...	...	...	...	12 —	12 —	...	...	7 1	7 1	12 6	12 6	Prome
...	...	...	...	10 2	10 2	18 11	18 11	7 9	7 9	14 3	14 3	Toungoo
...	...	...	...	...	...	...	...	7 14	7 14	14 4	14 4	Thayetmyo
...	...	...	...	...	...	...	...	...	...	...	...	Upper Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Mandalay
...	...	...	...	...	...	...	...	...	...	...	...	Bamo
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila
...	...	...	...	...	...	...	...	...	...	18 10	18 10	Arakan—
...	...	...	...	10 —	10 —	...	...	...	...	18 —	18 —	Sandoway
...	...	...	...	...	...	...	...	7 —	7 —	14 —	14 —	Kyaukpada
...	...	...	...	...	...	...	...	...	...	...	...	Akyab
...	...	...	...	14 —	14 —	...	...	9 8	9 8	12 8	12 8	Assam—
...	...	...	...	13 —	13 —	...	...	9 7	9 8	12 8	12 8	Surma—
...	...	...	...	9 8	8 8	13 —	13 —	6 —	6 —	8 8	8 8	Sylhet
...	...	...	...	8 —	8 —	...	...	5 8	5 8	8 —	8 —	Cachar
...	...	...	...	8 —	8 —	...	...	6 8	6 8	8 —	8 —	Hill tracts—
...	...	...	...	6 —	6 —	...	...	7 —	7 —	8 —	8 —	Khasi and Jaintia Hills
...	...	...	...	...	...	...	...	5 4	5 4	6 8	6 8	Garo Hills
...	...	...	...	14 8	13 —	...	...	11 —	10 8	12 —	12 —	Manipur
...	...	...	...	13 —	12 8	...	...	10 —	10 —	11 —	11 —	Naga Hills
...	...	...	...	13 —	13 —	...	...	10 —	10 —	11 —	11 —	Lushai Hills
...	...	...	...	11 —	11 —	...	...	8 8	8 8	10 —	10 —	Brahmaputra—
...	...	...	...	11 —	11 —	...	...	9 —	9 —	11 —	11 —	Goalpara
...	...	...	...	12 —	12 —	...	...	9 —	9 —	10 —	10 —	Kamrup
...	...	...	...	...	...	...	...	...	...	...	...	Darrang
...	...	...	...	...	...	...	...	...	...	...	...	Sowgong
...	...	...	...	...	...	...	...	...	...	...	...	Sibsagar
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur
...	...	...	...	13 4	13 4	...	...	...	...	13 —	13 —	Bengal—
...	...	...	...	12 —	12 —	...	...	...	...	13 —	13 —	Eastern—
...	...	...	...	13 —	12 14	...	...	10 —	9 12	14 —	14 —	Backerganj
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Noakhali
...	...	...	...	14 —	14 —	...	...	14 —	14 —	12 —	12 —	Chittagong
...	...	...	...	13 4	13 4	...	...	10 —	10 —	12 12	12 12	Tippera
...	...	...	...	12 5	12 12	...	...	9 2	9 2	13 5	13 5	Dacca
...	...	...	...	15 —	14 8	...	...	11 —	11 —	12 5	12 5	Maimensingh
...	...	...	...	12 12	{ 12 — to 14 — }	...	...	10 —	9 —	11 8	11 8	Deltaic—
...	...	...	...	16 4	16 12	21 —	21 —	11 2	11 5	12 14	12 14	Khulna
...	...	8 —	8 —	14 —	14 —	17 —	17 —	8 10	8 10	11 —	11 —	24 Parganas
...	...	...	...	13 8	13 8	...	...	10 8	10 —	13 —	13 —	Midnapur
...	...	...	...	17 8	17 8	...	...	...	10 —	13 5	13 4	Howrah
...	...	...	...	16 —	16 —	...	...	20 —	16 —	12 —	12 —	Calcutta
...	...	...	...	8 8	8 4	...	...	8 8	8 —	12 —	12 —	Hooghly
...	...	...	...	...	...	...	...	...	...	...	...	Nadia (Krishnagarh)
...	...	...	...	...	...	...	...	...	...	...	...	Jessore
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur



RETAIL PRICES FOR THE FIRST HALF OF FEBRUARY 1904—continued (*The figures*

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLUM ( <i>Andropogon sorghum</i> )		BAJRA OR CUMBU ( <i>Pennisetum typhoideum</i> )	
					Best sort		Common					
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
<b>Bengal—continued</b>												
Central—												
Bankura . . . . .	13 4	12 8	...	...	...	...	14 —	15 —	...	...	...	...
Bardwan . . . . .	12 5	13 6	...	...	...	...	13 4	13 2	...	...	...	...
Birbhum . . . . .	12 8	12 —	...	...	...	...	13 8	13 8	...	...	...	...
Murshidabad . . . . .	12 8	12 8	18 —	18 —	...	...	13 —	13 —	...	...	...	...
Santhal Parganas . . . . .	11 —	12 —	...	16 —	...	...	14 —	13 8	...	...	...	...
Pabna . . . . .	16 8	16 8	26 —	26 —	...	...	16 8	16 8	...	...	...	...
Bogra . . . . .	14 1	15 —	...	...	...	...	17 4	17 4	...	...	...	...
Rajshahi . . . . .	12 —	15 12	16 8	16 8	...	...	14 4	14 4	...	...	...	...
Malda . . . . .	14 —	14 —	...	...	...	...	14 8	14 8	...	...	22 —	20 —
Northern—												
Rangpur . . . . .	11 4	11 4	...	...	...	...	14 10	14 10	...	...	...	...
Dinajpur . . . . .	13 —	13 4	...	15 —	...	...	15 —	15 8	...	...	...	...
Jalpaiguri . . . . .	11 —	10 8	...	...	...	...	14 —	13 8	...	...	...	...
Hills—												
Darjeeling . . . . .	...	...	...	...	...	...	12 8	12 8	...	...	...	...
Orissa—												
Puri . . . . .	11 3	12 5	...	...	...	...	19 11	18 6	...	...	...	...
Cuttack . . . . .	14 7	14 7	...	...	...	...	19 11	19 11	...	...	...	...
Balasore . . . . .	11 6	11 6	...	...	...	...	18 — to 19 —	18 —	...	...	...	...
Chota Nagpur—												
Singbhum . . . . .	12 —	12 —	...	...	...	...	15 —	16 —	...	...	...	...
Mánbhum . . . . .	13 —	12 —	24 —	20 —	...	...	13 —	13 —	...	...	24 —	20 —
Ráncbi . . . . .	8 12 to 13 —	8 12 to 13 8	11 —	11 —	...	...	14 —	14 4	...	...	...	...
Palámau . . . . .	14 10	14 1	20 4	20 4	...	...	13 8	14 1	...	...	...	...
Hazáribágh . . . . .	13 —	12 —	18 —	18 —	...	...	12 12	12 12	...	...	...	...
Bihár, south—												
Monghyr . . . . .	17 —	17 —	28 —	24 —	...	...	12 —	13 —	...	...	...	...
Gaya . . . . .	14 1	15 —	20 8	22 —	...	...	13 1	13 9	23 8	24 — to 29 —	...	...
Patna . . . . .	17 —	17 —	27 —	29 —	...	...	15 12	15 8	23 —	...	...	...
Shahabad . . . . .	16 —	15 8	24 —	26 —	...	...	14 8	14 —	...	...	...	...
Bihár, north—												
Purnea . . . . .	13 —	13 —	...	...	...	...	15 —	15 —	...	...	...	...
Bhágálpur . . . . .	13 14	13 14	25 4	20 —	...	...	13 14	13 14	...	...	...	...
Darbhanga . . . . .	18 11	17 9	34 4	34 —	...	...	16 8	16 8	...	...	...	...
Muzaffarpur . . . . .	15 —	15 —	27 —	27 —	...	...	15 —	15 —	...	...	...	...
Sáran . . . . .	16 —	16 —	25 —	25 —	...	...	16 —	15 —	...	...	...	...
Champáran . . . . .	16 —	15 8	30 —	30 —	...	...	17 —	17 —	...	...	...	...
<b>United Provinces :</b>												
(a) AGRA—												
Eastern—												
Mirzapur . . . . .	14 —	15 —	21 —	21 8	6 —	6 —	12 —	9 —	23 8	24 —	22 8	23 —
Benares . . . . .	14 10	14 10	21 11	21 11	7 13	7 13	14 1 1/2	14 1 1/2	21 11	21 11	23 5	22 13
Ghazipur . . . . .	15 1	15 —	24 8	24 2	7 4	7 4	13 12	13 1	19 8	19 8	23 4	23 12
Jaunpur . . . . .	17 —	17 —	24 —	24 —	6 —	6 —	13 —	13 —	...	...	...	...
Allahabad . . . . .	14 8	14 —	22 —	22 —	6 —	6 —	11 —	11 —	25 8	26 —	25 8	26 —
Central—												
Bánda . . . . .	15 8	15 8	18 —	18 —	5 4	5 4	10 —	10 —	26 —	26 —	25 —	25 —
Fatehpur . . . . .	16 —	16 —	21 —	21 —	10 —	10 —	12 —	12 —	25 —	25 —	25 —	25 —
Hamirpur . . . . .	15 8	16 —	18 6	18 6	6 —	6 —	10 —	10 —	25 4	25 4	25 4	25 4
Jalaun . . . . .	16 —	15 —	...	20 —	7 —	7 —	8 —	9 —	25 —	25 —	22 —	22 —
Cawnpore . . . . .	16 4	15 12	24 —	24 —	...	...	11 12	11 12	25 —	25 —	27 —	27 —
Jhansi . . . . .	14 4	14 4	30 —	27 5	7 12	7 12	9 4	9 6	28 —	26 14	30 —	23 13
Etáwah . . . . .	16 12	16 12	22 4	22 8	5 —	5 —	12 —	11 8	25 8	24 8	25 8	25 —
Farukhabad . . . . .	16 11	16 11	21 13	21 13	5 7	5 7	10 15	10 15	21 13	22 8	22 8	24 8
Mainpuri . . . . .	17 2	17 2	21 —	23 8	...	...	12 —	12 —	23 8	24 8	23 8	23 8
Etah . . . . .	17 —	16 8	23 —	23 —	5 —	5 —	9 —	9 —	24 —	24 —	25 —	25 —
Western—												
Meerut . . . . .	15 8	15 8	23 8	23 8	4 —	4 —	11 —	11 —	25 —	25 —	23 —	23 —
Agra . . . . .	15 —	15 —	25 —	25 —	8 —	8 —	10 —	10 —	23 —	26 —	25 —	25 —
Muttra . . . . .	16 —	16 8	27 —	25 —	7 —	7 —	12 —	10 —	26 —	25 —	26 —	25 —
Aligarh . . . . .	17 —	17 8	25 —	24 —	5 —	4 8	...	...	25 —	25 —	25 —	25 —
Bulandshahr . . . . .	17 —	17 —	23 —	24 —	5 —	5 —	9 —	9 —	27 —	26 —	26 —	25 —
Submontane, east—												
Ballia . . . . .	15 4	15 —	25 —	25 —	6 4	6 4	10 4	10 —	20 —	20 —	20 —	20 —
Azamgarh . . . . .	15 4	14 12	23 4	22 12	8 8	8 8	12 8	12 8	...	...	...	...
Gorakhpur . . . . .	16 8	16 1	23 7	23 8	12 1	11 10	14 13	14 13	21 9	21 9	16 4	16 4
Basti . . . . .	15 —	16 —	24 8	25 —	8 8	8 8	13 12	14 —	25 —	25 —	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR BAGI ( <i>Eleusine coracana</i> )		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOIA, KADALAY, OR SUNAGA ( <i>Cicer aristinum</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	14 —	16 —	...	...	11 —	12 —	13 4	13 —	Bengal—continued
...	...	...	...	15 —	16 8	...	...	10 8	11 4	14 —	14 —	Central—
...	...	...	...	15 12	15 8	...	...	16 —	16 —	12 —	12 —	Bankura
...	...	...	...	16 —	16 —	...	...	12 8	12 —	11 8	11 8	Bardwan
...	...	...	...	16 —	18 —	20 —	22 —	20 —	19 —	11 8	11 —	Birbhum
...	...	...	...	15 —	15 —	...	...	10 8	9 12	12 —	12 —	Murshidabad
...	...	...	...	15 12	15 —	...	...	15 12	15 —	12 12	12 12	Santhal Parganas
...	...	...	...	18 12	19 8	...	...	12 12	10 14	12 12	12 12	Pabna
...	...	...	...	17 —	17 —	23 —	24 —	12 —	12 —	12 —	11 — and 12 —	Bogra
...	...	...	...	14 6	14 6	18 —	18 —	9 —	9 —	12 1½	12 1½	Rajshahi
...	...	...	...	17 —	16 —	...	...	11 —	11 —	13 —	13 —	Malda
...	...	...	...	14 —	14 —	...	...	9 4	9 4	12 —	12 —	Northern—
13 —	13 —	...	...	18 —	12 8	20 —	20 —	6 8	6 8	10 —	10 —	Rangpur
...	...	...	...	15 12	15 12	...	...	9 13	9 13	16 —	16 —	Dinajpur
...	...	...	...	17 1*	17 11*	...	...	14 7	14 7	15 —	15 —	Jalpaiguri
...	...	...	...	14 —	14 —	...	...	10 —	10 —	13 —	13 —	Hills—
...	...	...	...	13 —	13 —	20 —	25 —	10 —	10 8	11 —	11 —	Darjeeling
...	...	...	...	15 —	15 —	22 —	22 —	11 —	11 —	12 —	12 —	Orissa—
32 —	32 —	...	...	16 —	16 8	23 —	22 —	7 8 to 8 —	7 4 to 8 —	11 —	11 —	Puri
...	...	...	...	20 4	20 4	25 —	25 5	12 6	13 8	12 6	12 6	Cuttack
27 8	26 —	...	...	17 12	18 —	22 —	22 8	9 12	9 8	10 8	9 8	Balasore
...	...	...	...	20 —	21 —	21 —	25 —	10 —	12 9	12 4	12 4	Chota Nagpur—
...	...	...	...	21 8	22 8	22 9	22 9	11 8	12 1	13 2	13 2	Singbhum
30 —	22 —	20 —	23 —	22 —	23 —	27 —	26 —	15 —	13 8	12 —	12 8	Mánbhum
...	...	...	...	23 —	22 —	25 —	24 —	13 —	13 —	13 —	12 —	Ráncbi
...	...	...	...	16 —	16 —	30 —	32 —	9 8	10 —	11 —	11 —	Paláman
...	...	...	...	19 —	19 —	21 8	24 —	11 6	11 6	12 10	12 10	Hazáribágh
33 —	33 —	...	...	19 12	20 4	29 —	29 —	12 1	12 1	13 4	13 4	Bihár, south—
27 —	28 —	...	...	19 —	20 —	28 —	28 —	12 8	13 —	12 8	12 8	Monghyr
...	...	...	...	23 —	23 —	27 —	27 —	14 —	14 —	12 12	12 8	Gaya
34 —	34 —	...	...	23 —	26 —	30 —	29 —	17 8	13 —	12 8	12 8	Patna
...	...	...	...	...	...	...	...	...	...	...	...	Shahabad
...	...	...	...	...	...	...	...	...	...	...	...	Bihár, north—
...	...	...	...	...	...	...	...	...	...	...	...	Purnea
...	...	...	...	...	...	...	...	...	...	...	...	Bhágálpur
...	...	...	...	...	...	...	...	...	...	...	...	Darbhanga
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur
...	...	...	...	...	...	...	...	...	...	...	...	Sáran
...	...	...	...	...	...	...	...	...	...	...	...	Champáran
...	...	...	...	...	...	...	...	...	...	...	...	United Provinces
...	...	...	...	...	...	...	...	...	...	...	...	(a) AGRA—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	15 8	16 8	20 —	19 —	24 8	24 8	11 —†	11 —†	12 —	12 —	Mirzapur
...	...	19 —	19 —	21 11	21 11	26 —	25 —	10 12†	10 12†	11 14	11 9½	Benares
...	...	14 6	14 12	20 8	20 8	...	...	12 4	17 2†	11 2	11 2	Ghazipur
...	...	...	...	18 —	19 —	25 —	24 —	12 —†	12 —†	12 11	12 11	Jaunpur
...	...	20 —	20 —	21 —	21 —	...	17 —	9 —	9 —	12 —	12 —	Allahabad
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Bánda
...	...	...	...	...	...	...	...	...	...	...	...	Fatehpur
...	...	...	...	...	...	...	...	...	...	...	...	Hamirpur
...	...	...	...	...	...	...	...	...	...	...	...	Jalaun
...	...	18 8	19 —	21 8	20 12	27 —	26 —	12 —†	12 —†	14 —	14 —	Cawnpore
...	...	...	...	...	...	...	...	...	...	...	...	Jhansi
26 —	28 —	16 —	20 —	23 8	22 8	25 8	25 8	13 —†	15 —†	13 4	13 4	Etáwáh
...	...	...	...	17 11	17 11	24 8	25 14	9 9†	10 15†	13 10	13 10	Farukhabad
...	...	...	...	20 8	20 8	24 8	24 8	11 8†	11 8†	12 8	12 8	Mainpuri
...	...	...	...	19 —	18 8	28 —	28 —	10 —†	10 —†	13 8	13 8	Etah
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Meerut
...	...	...	...	...	...	...	...	...	...	...	...	Agra
...	...	...	...	...	...	...	...	...	...	...	...	Muttra
...	...	15 —	15 —	21 —	21 —	28 —	30 —	11 8	12 —	14 —	14 4	Aligarh
...	...	20 —	20 —	20 —	19 —	26 —	26 —	12 8†	12 —†	13 —	12 8	Bulandshahr
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	14 —	14 —	21 —	21 —	25 —	25 —	14 —†	14 —†	11 4	11 4	Ballia
...	...	12 8	12 8	17 2	17 2	23 12	24 2	12 4	12 8†	10 10	11 10	Azamgarh
...	...	18 14	18 14	19 12	19 12	25 4	24 4	12 6†	12 6†	11 9	11 9	Gorakhpur
25 —	25 —	14 8	14 8	20 —	21 8	28 —	28 —	12 —	12 —	11 8	11 8	Basti

\* Kulai

† Husked



## RETAIL PRICES FOR THE FIRST HALF OF FEBRUARY 1904—continued (The figure

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort	Pre-vious half-month	Common	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
<b>United Provinces—continued</b>												
<i>(a) AGRA—continued</i>												
<i>Submontane, west—</i>												
Shahjahanpur	16 —	16 4	26 —	26 8	9 —	9 —	10 8	10 8	24 —	24 —	25 —	24 —
Budaun	16 2	16 6	21 4	21 12	5 —	5 —	10 12	10 12	22 8	22 8	23 —	22 8
Pilibit	15 8	16 —	23 4	23 4	5 —	5 —	14 4	14 4	26 4	26 4	25 —	24 —
Bareilly	15 15	16 1	25 —	24 11	7 3	7 3	11 14	11 14	27 8	27 13	24 1	23 14
Moradabad	17 4	17 4	25 8	25 —	5 —	5 2	10 12	11 2	31 4	31 4	27 12	26 12
Bijnor	15 4	15 4	25 —	24 12	4 8	4 8	11 8	11 4	...	...	25 —	24 —
Muzaffarnagar	17 1	16 12	27 8	27 8	10 —	9 14	11 9	11 9	25 14	25 5	25 14	25 14
Saharanpur	16 10	16 10	25 13	24 11	3 11	4 5	9 11	9 15	24 11	23 10	30 1	27 11
Dehra-Dun	15 —	15 —	22 —	21 —	5 8	5 8	9 —	9 —	24 —	24 —	27 —	25 —
<i>Hills—</i>												
Naini Tal	12 —	11 —	16 —	16 —	4 —	4 —	8 —	8 —	...	...	16 —	14 —
Almora	15 —	15 —	16 8	16 8	4 —	4 —	11 —	11 —	...	...	...	...
Garhwal	10 —	10 —	13 —	13 —	5 —	5 —	9 —	7 —	...	...	...	...
<i>(b) OUDH—</i>												
<i>Southern—</i>												
Partabgarh	16 —	16 —	21 —	21 —	8 —	8 —	13 8	13 8	22 —	22 —	22 —	22 —
Sultanpur	16 12	17 —	21 8	23 8	6 8	10 —	14 —	14 —	...	...	...	...
Rae-Bareilly	17 —	17 —	24 —	24 —	5 8	5 8	14 8	14 8	23 —	23 —	24 —	24 —
Unao	16 —	16 —	22 —	22 —	6 —	6 —	11 —	12 —	23 —	22 —	26 —	25 8
Lucknow	16 —	16 4	24 —	23 8	5 —	5 —	12 —	12 —	23 —	22 —	22 —	22 —
Hardoi	16 —	16 8	26 —	27 —	...	...	10 —	10 —	23 —	23 —	24 —	25 —
<i>Northern—</i>												
Fyzabad	15 12	15 14	22 8	25 8	...	...	10 —	10 —	24 —	23 8	21 —	20 8
Barabanki	15 8	15 —	20 —	20 —	6 —	6 —	11 —	11 —	22 —	19 —	25 —	20 —
Gonda	16 4	16 8	25 —	25 —	...	...	12 8	12 8	23 —	28 —	22 —	22 —
Bahraich	18 —	18 —	34 —	33 —	7 —	7 —	14 4	14 4	33 —	32 —	27 —	26 —
Sitapur	17 —	17 —	28 —	27 —	5 —	5 —	10 —	10 —	30 —	28 —	28 —	28 —
Kheri	16 12	16 12	28 —	28 —	6 —	6 —	12 —	12 —	29 —	32 —	26 —	26 —
<b>Rajputana—</b>												
<i>Eastern—</i>												
Partabgarh	12 15	11 5	38 12	35 —	4 3	4 6	9 13	7 12	36 3	35 2	...	...
Banswara	21 —	22 —	24 —	24 —	7 —	7 —	12 —	12 —	...	...	...	...
Mewar (Udaipur)	11 15	12 6	27 14	27 10	7 2	7 3	7 9	7 9	31 15	32 2	17 8	18 7
Hilly Tracts of (Dungarpur)	21 —	18 8	37 8	34 2	8 6	7 6	13 9	14 2	...	...	...	...
Sirohi	13 —	13 —	20 —	20 —	5 4	5 4	7 8	7 8	16 —	16 —	16 —	16 —
Erinpura	14 —	14 —	21 8	21 8	6 4	6 4	8 —	8 —	22 —	22 —	20 —	20 —
Ajmer	...	13 2½	...	21 —	...	5 13½	...	8 —	...	28 —	...	19 —
Abu	13 9 and 14 3	13 8 and 13 15	19 —	19 —	5 14	5 14	8 2	8 2	20 11	20 11	15 3	15 3
Kishangarh	14 —	14 —	24 —	24 —	6 —	6 —	10 —	10 —	29 —	29 8	22 —	23 —
Bundi	16 4	16 10	48 4	47 8	8 —	8 —	10 8	10 11	57 13	55 —	20 —	20 —
Kotah	17 8	17 8	40 —	40 —	7 8	7 8	9 —	9 —	39 —	36 4	20 —	18 —
Jhalawar	13 4	14 12	26 10	26 10	6 10	6 10	8 14	8 14	29 12	27 8	20 —	17 6
Tonk	12 10	12 14	31 3	30 4	4 14	4 13	6 1	6 —	39 —	38 9	33 2	33 11
Jaipur	14 2	14 1	24 7	23 11	5 14	5 15	6 15	7 1	28 14	28 12	24 3	23 2
Karauli	16 14	16 4	28 2	28 2	10 15	10 —	11 4	11 14	31 4	29 6	26 14	25 10
Dholpur	16 13	15 8	24 11½	25 —	7 8	7 8	9 2	9 —	31 5½	30 11	30 13½	29 11
Bharatpur	17 9	17 9	28 4	28 2	5 —	5 —	7 —	7 —	30 4	30 4	28 12	27 8
Alwar	14 6	14 5	23 4	22 1	8 —	8 —	8 7	8 7	26 —	25 7	23 3	21 13
Deoli	14 8	14 12	30 4	31 4	5 —	5 —	6 —	6 —	36 4	36 12	29 4	29 4
Nasirabad	13 8	13 8	...	...	8 —	8 —	9 —	9 —	29 —	30 —	21 —	21 —
Balmer	13 8	13 6	...	...	6 —	6 —	8 —	8 8	20 4	18 —	18 —	17 5
Anadra	14 1 and 14 9	14 7 and 14 15	...	...	6 6	6 6	8 8	8 8	...	...	16 4	16 4
Shahpura	12 12	12 4	30 8	37 —	8 —	8 —	9 —	9 —	33 —	37 —	23 —	23 —
<i>Western—</i>												
Jodhpur	13 —½ and 13 9½	12 14 and 13 4	21 —	20 6	6 4	6 4	7 8	7 8	22 —½	20 15	16 9 and 18 —	14 12
Jaikesmer	11 3	11 3	...	...	6 13	6 13	10 1	10 1	17 6	17 6	16 7	16 7
Bikaner	12 —	12 —	21 —	21 —	3 8	3 8	7 8	7 8	...	...	18 8	18 8
<b>Central India—</b>												
Indore	12 —	12 8	20 —	20 —	7 —	7 —	9 —	7 8	22 —	24 —	20 —	19 —
Nimach	13 —	13 —	...	...	8 —	8 —	8 8	8 8	31 —	32 —	17 —	17 —
Gwalior	13 1	13 1	34 —	23 2	6 15	6 15	8 7	8 7	27 10	27 10	27 10	27 10
<b>Panjab—</b>												
<i>Southern—</i>												
Hissar	16 —	16 —	32 —	32 —	...	...	12 —	12 —	33 —	32 —	26 —	26 —
Ferozpur	17 —	17 —	28 —	28 —	...	...	8 —	8 —	28 —	28 —	22 —	22 —
<i>Central—</i>												
Lahore	16 8	16 4	29 8	27 8	...	...	8 14	8 14	27 8	28 8	22 8	24 8
Gujranwala	18 14	18 9	27 8	27 —	...	...	10 8	10 8	24 —	24 —	23 —	23 —
Gujrat	18 8	18 6	32 —	25 —	...	...	12 —	11 —	24 —	24 —	23 —	23 8
Jhelam	17 —	16 8	25 8	24 —	...	...	9 —	9 —	21 —	21 —	23 —	21 —

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI (Eleusine coracana)		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica)		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA (Cicer arietinum)		MAIZE (Zea Mays)		ARHAR OR THUR, CADJAN PEA (Cajanus indicus)		SALT		DISTRICTS
Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	
...	...	...	...	19 —	18 8	23 —	27 —	9 8	9 8*	11 12	12 —	United Provinces—continued (a) AGRA—continued Submontane, west— Shahjahanpur Budann Pilibit Bareilly Moradabad Bijnor Muzaffarnagar Saharanpur Dehra-Dun
...	...	16 —	16 —	18 —	18 4	26 —	26 —	11 —*	11 —*	12 —	12 —	
...	...	18 12	18 8	28 8	28 8	...	...	10 8*	10 8*	12 8	12 8	
...	...	22 8	21 14	19 6	19 3	31 4	30 10	11 4*	10 13	13 2	13 2	
...	...	15 2	15 —	19 12	19 12	32 4	21 4	10 8	10 8	13 2	13 2	
...	...	...	...	19 12	19 12	...	...	10 —	10 —	12 12	12 12	
...	...	...	...	22 —	22 —	25 5	25 14	8 13	9 1	13 12	13 8	
27 11	27 11	25 13	24 11	23 1	22 11	30 1	29 —	9 11*	9 11*	13 6	13 6	
25 —	25 —	...	...	20 —	19 8	25 —	25 —	9 —*	...	12 —	12 —	
16 —	...	...	...	14 8	14 8	16 —	16 —	8 —	8 —	8 —	8 —	Hills— Naini Tal Almora Garhwal
18 —	18 —	...	...	12 8	12 8	...	...	8 —*	8 8*	10 —	10 —	
15 —	15 —	15 —	15 —	8 —	8 —	...	...	6 —	6 —	8 —	8 —	
...	...	14 —	14 —	19 —	21 —	21 —	21 —	10 —*	10 —*	13 —	13 —	(b) OUDH— Southern— Partabgarh Sultanpur Rae-Bareilly Unao Lucknow Hardoi
...	...	...	...	19 8	21 —	...	...	11 —*	10 8*	13 —	13 —	
26 —	26 —	22 —	22 —	19 —	19 —	22 —	22 —	10 —*	10 —*	13 —	13 —	
...	...	16 —	16 —	20 —	19 —	28 —	28 —	10 —*	10 —*	12 —	11 —	
...	...	16 —	16 —	20 —	20 —	26 —	25 —	11 —*	10 8*	12 8	12 —	
25 —	25 —	27 —	27 —	20 —	20 —	29 —	30 —	11 —	11 —	12 —	12 —	
...	...	19 —	19 —	21 10	21 4	26 8	26 4	11 —*	11 —*	12 —	12 —	Northern— Fyzabad Barabanki Gonda Bahraich Sitapur Kheri
...	...	...	...	19 —	19 —	25 —	26 —	10 —	10 8	13 —	13 —	
22 —	22 —	15 —	15 —	23 —	23 —	29 8	29 8	10 8*	10 8*	12 —	12 —	
...	...	18 —	18 —	26 —	25 —	34 —	33 —	11 4	11 8	12 8	12 8	
26 —	32 —	23 —	21 —	23 —	24 —	30 —	28 —	11 —	9 —	12 —	11 8	
32 —	32 —	10 —	10 —	21 —	22 —	32 —	33 —	11 —*	11 —*	12 12	12 12	
...	...	...	...	24 —	24 14	42 2	41 10	11 8	8 11	12 5	12 8	Rajputana— Eastern— Partabgarh Banswara Mewar (Udaipur) Hilly Tracts of Mewar (Dungarpur) Sirohi Erinpura Ajmer Abu
...	...	...	...	30 —	30 —	64 —	66 —	...	...	11 12	12 —	
...	...	17 8	16 13	17 2	17 10	31 15	32 2	8 6	8 6	12 12	12 6	
...	...	...	...	35 —	33 —	54 8	50 8	...	...	10 12	10 7	
...	...	18 —	13 —	14 —	14 —	20 —	20 —	12 8	12 8	14 —	14 —	
...	...	...	...	16 8	16 8	...	...	...	...	15 —	15 —	
...	...	...	15 —	...	18 —	...	25 10½	...	...	...	15 —	Kishangarh Bundi Kota Jhalawar Tonk Jaipur Karauli Dholpur Bharatpur Alwar Deoli Nasirabad Balmher Anadra Shahpura Western— Jodhpur Jaisalmer Bikaner
...	...	...	...	15 —	15 —	20 11	21 2	8 5	8 5	13 9	13 9	
...	...	...	...	20 —	20 —	29 —	23 8	...	...	16 —	16 —	
...	...	...	...	29 —	29 12	58 —	60 —	...	...	12 8	12 8	
...	...	...	...	28 —	26 4	...	...	8 —	...	12 8	12 8	
...	...	...	...	22 2	22 —	37 —	37 —	6 10	6 10	11 11	11 4	
...	...	...	...	22 2	19 14	42 5	36 12	...	...	14 —	13 —	Central India— Indore Nimach Gwalior Panjab— Southern— Hissar Ferozpur Central— Lahore Gujranwala Gujrat Jhelam
...	...	11 11	11 14	21 2	20 6	27 12	27 6	22 4	17 8	14 11	14 15	
...	...	25 —	24 6	26 4	26 14	...	...	25 —	20 5	12 13	13 2	
...	...	16 —	16 —	21 12	22 1	...	...	16 5	11 6	13 12	13 12	
...	...	19 8	15 10	21 8	21 8	24 8	24 8	11 4	11 4	14 4	14 4	
...	...	15 —	15 —	21 4	21 8	23 15	24 —	18 —	18 —	15 4	15 4	
...	...	...	...	22 8	21 12	35 4	35 4	8 —	8 —	14 4	14 4	Panjab— Southern— Hissar Ferozpur Central— Lahore Gujranwala Gujrat Jhelam
...	...	...	...	19 —	19 —	...	...	10 —	10 —	15 8	15 8	
...	...	...	...	14 —	14 —	...	18 —	...	...	16 —	16 —	
...	...	...	...	14 8	14 8	19 —	19 —	...	...	14 —	14 —	
...	...	...	...	18 —	18 8	35 4	33 8	...	...	12 4	14 —	
...	...	...	...	17 8½	17 8	22 5½	23 8	8 2	8 2	16 8	16 8	
...	...	...	...	12 8	12 8	...	...	...	...	21 —	21 —	Panjab— Southern— Hissar Ferozpur Central— Lahore Gujranwala Gujrat Jhelam
...	...	...	...	20 —	18 8	...	...	8 8	8 —	13 4	13 4	
...	...	...	...	22 —	21 —	35 —	36 —	10 —	9 —	12 —	13 —	
...	...	19 12	19 12	18 8	19 —	...	...	9 8	9 —	13 8	13 8	
...	...	...	...	24 12	23 2	35 6	35 6	11 8	10 12	13 1	13 1	
...	...	...	...	27 —	28 —	...	...	...	...	12 —	12 8	
...	...	10 —	10 —	29 —	29 —	30 —	30 —	10 —	10 —	14 —	14 —	Panjab— Southern— Hissar Ferozpur Central— Lahore Gujranwala Gujrat Jhelam
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	21 8	20 8	25 8	25 —	27 8	28 —	10 4	10 8	14 8	13 12	
...	...	23 —	23 —	27 8	28 —	24 8	24 8	...	...	16 —	16 8	
...	...	...	...	24 8	24 —	26 —	26 —	...	...	15 —	15 —	
...	...	...	...	24 —	23 —	25 —	24 —	...	...	16 —	16 —	

\* Husked.



## RETAIL PRICES FOR THE FIRST HALF OF FEBRUARY 1904—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort		Common		Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
					Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month				
Panjab—continued												
South-eastern—												
Gurgaon . . . . .	15 12	15 4	24 8	24 8	..	...	8 —	8 —	26 8	27 8	24 —	24 —
Delhi . . . . .	15 8	15 —	26 —	25 —	...	...	10 —	10 —	27 —	26 —	22 —	22 —
Rohtak . . . . .	16 —	16 —	24 —	23 —	...	...	10 —	10 —	28 —	29 —	24 —	24 —
Karnal . . . . .	17 8	17 4	25 —	24 —	...	...	9 —	9 —	32 —	30 —	23 —	23 —
Submontane—												
Ambala . . . . .	18 12	17 12	20 8	20 8	...	...	12 8	11 12	34 —	27 8	20 8	24 8
Ludhiana . . . . .	19 —	19 —	28 —	24 —	...	...	10 —	10 —	30 —	27 8	25 —	21 8
Jalandhar . . . . .	19 —	19 —	24 —	23 —	...	...	10 —	10 —	31 —	24 —	20 —	20 —
Hoshiarpur . . . . .	19 —	18 12	24 —	24 —	...	...	10 —	10 —	26 —	24 —	23 —	20 —
Gurdaspur . . . . .	19 —	18 —	25 —	25 —	...	...	10 —	10 —	24 —	24 —	...	...
Amritsar . . . . .	18 —	18 —	24 —	23 —	...	...	10 —	10 —	26 —	25 —	25 —	22 —
Sialkot . . . . .	17 8	17 —	25 —	25 —	...	...	13 —	12 —	26 —	26 —	26 —	25 —
Hills—												
Simla . . . . .	13 9	13 9	17 —	17 —	...	...	7 8	7 8	16 —	16 —	14 —	14 —
Kangra . . . . .	19 —	19 —	26 —	26 —	...	...	12 —	12 —	...	...	...	...
Northern—												
Rawalpindi . . . . .	17 —	16 8	23 8	22 12	...	...	9 8	9 8	25 —	23 —	21 —	19 8
Western—												
Shahpur . . . . .	19 8	19 8	28 —	28 —	...	...	9 8	9 8	23 —	23 —	23 —	23 —
Jhang . . . . .	16 —	16 —	22 —	22 —	...	...	10 —	12 —	26 —	27 —	21 —	20 —
Multan . . . . .	14 4	14 —	22 —	21 —	...	...	12 8	12 8	24 —	22 —	22 —	18 8
Montgomery . . . . .	16 —	16 8	...	...	...	...	8 5	8 5	...	...	20 —	21 4
Muzaffargarh . . . . .	16 8	16 8	22 —	22 —	...	...	13 —	13 —	22 —	21 —	20 —	20 —
Dera Ghazi Khan . . . . .	15 —	15 —	23 12	23 12	...	...	12 8	12 8	26 4	26 4	23 12	21 4
N.-W. Frontier Province—												
Hazara . . . . .	14 2	14 2	19 10	19 8	5 —	5 —	9 12	9 12	19 —	19 —	16 —	16 —
Peshawar . . . . .	17 —	16 —	27 —	27 —	6 3	6 3	9 12	9 12	26 —	25 —	19 —	18 —
Kohat . . . . .	15 15	15 12	24 12	22 5	5 12	5 7	11 5	11 5	...	...	21 5	21 5
Bannu . . . . .	23 7	22 3	33 12	32 8	15 —	14 6	16 4	15 10	32 8	32 8	25 10	24 6
Dera Ismail Khan . . . . .	17 12	17 4	25 —	21 9½	5 —	5 —	7 13	7 13	37 10½	34 —	28 6	26 3
Sind and Baluchistan—												
Karachi . . . . .	12 8	12 —	...	...	9 —	9 —	11 —	11 —	19 —	19 —	19 —	18 —
Hyderabad . . . . .	13 —	13 —	...	...	8 —	8 —	10 —	10 —	20 —	20 —	19 —	19 —
Thar and Parkar (Umarkot) . . . . .	13 —	13 —	...	...	12 —	12 —	13 —	13 —	...	...	15 8	15 8
Shikarpur . . . . .	15 —	15 —	...	...	10 —	10 —	14 —	13 —	24 —	23 —	24 —	24 —
Upper Sind Frontier . . . . .	12 8	12 8	...	...	9 8	9 8	10 8	10 8	25 —	24 —	28 8	27 —
Quetta . . . . .	{ to 13 —	{ to 13 —	16 —	16 —	5 —	5 —	8 —	8 —	20 —	20 —	19 —	19 —
Bombay—												
Konkan—												
Karwar . . . . .	11 11	11 11	...	...	10 2	10 2	11 2	11 2	...	...	...	...
Ratnagiri . . . . .	10 2	9 7	...	...	8 —	8 —	10 11	10 11	...	...	17 14	17 4
Alibag . . . . .	9 4	9 4	...	...	9 —	9 14	9 14	10 13	...	...	15 12	15 12
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	8 7	8 7	14 11	14 11	14 9	14 9
Tanna . . . . .	10 15	10 15	...	...	9 4	9 4	10 3	10 3	20 6	...	19 13	18 —
Deccan and Karnatak—												
Dharwar . . . . .	13 6	12 9	...	...	13 6	13 6	14 7	14 7	25 6	25 6	25 12	27 8
Belgaum . . . . .	14 3	14 3	...	...	11 9	12 10	12 10	13 10	22 13	24 14	24 6	24 6
Satara . . . . .	11 10	11 7	...	...	7 15	7 13	9 7	9 4	23 5	23 5	21 8	21 8
Sholapur . . . . .	18 10	17 11	...	...	10 8	11 8	11 11	12 11	35 12	35 12	33 15	33 15
Bijapur . . . . .	18 —	18 —	...	...	11 6	11 6	12 3	11 11	34 11	36 8	37 8	41 4
Poona . . . . .	10 6	10 6	...	...	8 2	8 2	9 3	9 3	25 5	25 5	21 2	21 2
Khandesh and N.-E. Deccan—												
Ahmadnagar . . . . .	13 1	12 5	...	...	8 14	8 14	9 13	9 13	30 4	33 —	23 6	22 2
Nasik . . . . .	13 5	13 5	...	...	8 12	8 12	10 8	10 8	...	...	21 —	22 6
Dhulia . . . . .	11 9	11 9	...	...	7 6	7 6	9 6	9 6	24 —	24 —	21 12	21 12
Gujarat—												
Surat . . . . .	13 7	12 4	...	...	8 5	8 5	9 4	9 4	19 —	20 6	19 —	19 15
Broach . . . . .	13 —	13 —	...	...	8 —	8 —	10 —	10 —	25 —	25 —	20 —	20 —
Kaira . . . . .	16 —	16 —	...	...	7 8	7 8	11 —	11 —	27 8	27 8	21 —	21 —
Baroda . . . . .	13 —	13 —	...	...	9 —	9 —	10 —	10 —	21 —	21 —	18 —	18 —
Ahmadabad . . . . .	16 —	16 —	...	...	7 —	7 —	10 —	10 —	28 —	28 8	19 —	19 —
Godhra . . . . .	12 —	12 —	...	...	9 8	9 —	11 —	9 8	...	...	23 —	23 —
Disa . . . . .	16 8	16 —	...	...	7 —	6 12	8 —	8 —	26 —	24 10	20 8	20 —
Kathiawar—												
Rajkot . . . . .	18 —	18 —	...	...	6 —	6 —	8 8	8 8	25 —	25 —	20 —	20 —
Central Provinces—												
Western—												
Nimar . . . . .	13 1	13 1	...	...	5 13	5 13	10 14	9 12	26 7	26 7	...	...
Asirgarh Cantonment . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Hoshangabad . . . . .	14 11	14 11	...	...	6 4	6 8	10 11	10 11	19 6	22 6	...	...
Betul . . . . .	14 10	14 10	...	...	...	...	9 10	9 10	25 6	...	...	...
Chhindwara . . . . .	16 14	16 14	...	...	10 —	10 —	13 6	13 6	28 13	28 13	...	...
Nagpur . . . . .	15 —	15 —	...	...	10 —	8 12	12 8	12 8	20 11	20 11	...	...
Wardha . . . . .	12 13	12 13	...	...	7 1	7 1	9 2	9 2	21 5	25 10	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI ( <i>Eleusine coracana</i> )		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer arietinum</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	21 8	20 12	23 —	24 —	11 —	11 —	13 —	13 —	Panjab—continued
...	...	12 —	12 —	22 —	21 8	26 —	26 —	11 8	11 8	13 8	13 8	South-eastern—
...	...	10 —	16 —	23 8	23 —	26 —	27 —	12 —	12 —	11 —	13 8	Gurgaon
35 —	32 —	18 —	20 —	24 —	22 8	32 —	30 —	11 4	13 —	12 —	12 8	Delhi
...	...	...	...	...	...	...	...	...	...	...	...	Rohtak
...	...	...	...	...	...	...	...	...	...	...	...	Karnal
...	...	...	...	23 14	22 4	31 15	27 8	9 12	9 12	15 8	14 —	Submontana—
...	...	20 —	19 —	26 8	26 —	33 —	31 —	8 8	9 —	15 —	14 8	Ambala
...	...	16 —	16 —	27 —	25 4	31 —	29 —	...	...	15 8	15 8	Ludhiana
...	...	12 —	12 —	24 —	23 4	29 4	27 —	6 —	6 —	14 8	14 8	Jalandhar
...	...	...	...	25 —	25 —	27 —	27 —	...	...	15 —	15 —	Hoshiarpur
...	...	23 —	23 —	27 —	26 —	28 —	26 —	9 12	9 12	16 —	15 —	Gurdaspur
...	...	...	...	24 —	23 —	24 —	24 —	...	...	15 8	15 8	Amritsar
...	...	...	...	...	...	...	...	...	...	...	...	Siakot
14 —	14 —	12 —	12 —	17 6	15 15	20 10	16 14	8 8	8 8	10 5	10 5	Hille—
...	...	...	...	18 —	18 —	24 —	24 —	10 —	10 —	12 —	12 —	Simla
...	...	...	...	...	...	...	...	...	...	...	...	Kangra
...	...	16 8	16 —	23 —	22 12	23 —	22 12	...	...	16 —	16 —	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rawalpindi
24 —	24 —	17 —	17 —	25 —	26 —	22 —	20 —	8 —	8 —	15 —	15 —	Western—
32 —	32 —	35 —	34 —	21 —	20 —	24 —	23 —	13 —	13 —	14 —	14 —	Shahpur
...	...	20 —	21 —	21 8	21 4	23 8	21 —	...	...	15 —	15 —	Jhang
...	...	...	...	24 —	24 —	...	...	...	...	13 —	13 8	Multan
...	...	...	...	20 8	20 —	...	...	7 —	7 —	14 —	14 —	Montgomery
...	...	...	...	21 4	21 4	...	...	9 6	9 6	13 12	13 12	Muzaffargarh
...	...	...	...	...	...	...	...	...	...	...	...	Dera Ghazi Khan
...	...	12 —	12 —	17 2	16 14	19 8	19 —	10 —	10 —	12 —	12 —	N.W. Frontier Province—
...	...	17 —	16 —	22 —	22 —	24 —	24 —	13 —	13 —	17 —	18 —	Hazara
...	...	...	...	23 4	21 8	21 5	21 5	...	...	20 6	20 6	Peshawar
...	...	...	...	31 2	30 3	30 10	29 6	11 4	12 8	21 4	21 14	Kohat
...	...	...	...	27 8	26 —	20 9	20 —	11 11	11 8	14 8	14 2	Bannu
...	...	...	...	...	...	...	...	...	...	...	...	Dera Ismail Khan
...	...	...	...	17 —	17 —	...	...	9 —	8 —	16 —	16 —	Sind and Baluchistan—
...	...	...	...	16 —	16 —	...	...	9 —	9 —	15 —	15 —	Karachi
...	...	...	...	9 8	9 8	...	...	...	...	14 —	14 —	Hyderabad
...	...	...	...	21 —	21 —	...	...	10 —	10 —	14 —	14 —	Thar and Parkar (Umarkot)
...	...	...	...	19 8	19 8	...	...	8 8	8 8	13 —	13 —	Shikarpur
...	...	...	...	...	...	...	...	...	...	...	...	Upper Sind Frontier
...	...	...	...	14 8	14 8	18 —	18 —	9 —	9 —	11 —	11 —	Quetta
20 14	20 14	...	...	12 8	12 8	...	...	10 —	10 —	11 9	11 9	Bombay—
16 7	15 4	...	...	13 12	13 12	...	...	9 7	9 7	11 11	12 6	Konkan—
...	...	...	...	11 14	11 14	...	...	8 5	8 5	11 8	11 8	Karwar
7 14	7 14	...	...	13 2	13 2	...	...	8 5	8 5	8 6	8 6	Ratnagiri
16 4	16 4	...	...	13 5	13 5	...	...	9 2	9 2	12 4	12 4	Alibag
...	...	...	...	...	...	...	...	...	...	...	...	Bombay
...	...	...	...	...	...	...	...	...	...	...	...	Fanna
28 —	25 —	...	...	14 11	13 12	...	...	9 4	7 3	12 —	12 —	Deccan and Karnatak—
...	...	...	...	15 —	16 —	...	...	13 —	11 —	13 3	10 12	Dharwar
...	...	...	...	16 11	15 6	...	...	11 3	10 11	11 —	11 —	Belgaum
...	...	...	...	19 13	18 —	...	...	14 —	14 —	11 4	11 4	Satara
...	...	...	...	18 —	18 —	...	...	10 11	10 5	10 10	10 4	Sholapur
...	...	...	...	15 2	15 2	...	...	10 4	9 2	11 11	11 11	Bijapur
...	...	...	...	...	...	...	...	...	...	...	...	Poona
...	...	...	...	18 1	18 —	...	...	13 5	13 5	12 6	12 6	Khandesh and N.E. Deccan—
...	...	...	...	17 4	17 4	...	...	10 —	10 —	12 9	11 15	Ahmadnagar
...	...	...	...	15 8	13 13	...	...	9 9	8 11	11 6	11 6	Nasik
...	...	...	...	...	...	...	...	...	...	...	...	Dhulia
...	...	...	...	13 9	13 9	...	...	10 3	8 13	14 13	14 13	Gujarat—
...	...	...	...	12 —	12 —	...	...	9 8	9 8	16 —	16 —	Surat
23 —	24 —	...	...	16 —	16 —	...	...	10 —	10 —	16 —	16 —	Broach
21 —	21 —	...	...	14 —	14 —	...	...	9 8	9 8	12 —	12 —	Kaira
...	...	...	...	17 8	17 8	...	...	10 8	10 8	16 8	16 8	Baroda
27 —	27 —	...	...	20 —	20 —	...	...	9 8	9 8	15 8	15 8	Ahmadabad
...	...	...	...	15 —	15 —	...	...	8 —	8 —	15 8	15 —	Godhra
...	...	...	...	...	...	...	...	...	...	...	...	Disa
...	...	...	...	16 —	16 —	...	...	9 —	9 —	85 —	85 —	Kathiawar—
...	...	...	...	...	...	...	...	...	...	...	...	Rajkot
...	...	...	...	17 8	17 8	...	...	9 13	9 15	10 —	10 —	Central Provinces—
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	20 4	20 4	...	...	14 6	14 6	10 11	10 11	Nimar
...	...	...	...	24 15	24 15	...	...	10 5	10 5	10 10	10 10	Asirgarh Cantonment
...	...	...	...	21 11	21 11	...	...	7 —	7 —	10 11	10 11	Hoshangabad
...	...	...	...	17 8	17 8	...	...	10 —	8 12	10 —	10 —	Betul
...	...	...	...	16 —	16 —	...	...	10 11	10 11	10 11	10 11	Chhindwara
...	...	...	...	...	...	...	...	...	...	...	...	Nagpur
...	...	...	...	...	...	...	...	...	...	...	...	Wardha



## RETAIL PRICES FOR THE FIRST HALF OF FEBRUARY 1904—concluded (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Central Provinces—continued</b>												
<i>Central—</i>												
Narsinghpur . . . . .	15 6	14 12	...	...	9 2	8 —	10 10	10 10	21 5	19 3	...	...
Saugor . . . . .	15 —	14 8	...	...	...	...	10 —	10 —	28 —	30 —	...	...
Damoh . . . . .	16 —	16 —	...	...	10 11	10 11	11 5	11 5	25 10	24 —	...	...
Jubbulpore . . . . .	14 8	15 —	...	...	8 —	8 —	13 8	13 8	26 —	27 —	...	...
Mandla . . . . .	18 —	20 —	...	...	12 —	12 —	16 —	16 —	...	...	...	...
Seoni . . . . .	19 —	19 —	...	...	9 —	10 —	16 —	16 —	24 —	24 —	...	...
Balaghāt . . . . .	16 4	15 —	...	...	8 —	8 —	13 12	13 12	...	...	...	...
Bhandāra . . . . .	12 8	12 8	...	...	10 —	10 —	12 8	11 4	...	...	...	...
Chānda . . . . .	13 11	11 12	...	...	12 —	12 —	14 —	16 13	27 3	27 3	...	...
<i>Eastern—</i>												
Bilāspur . . . . .	18 4	18 4	...	...	10 11	10 11	13 5	13 5	...	...	...	...
Raipur . . . . .	17 —	17 8	...	...	11 —	11 —	17 8	17 —	27 —	...	...	...
Sambalpur . . . . .	15 —	15 —	...	...	11 8	11 8	20 —	19 —	...	...	...	...
<b>Berar—</b>												
Buldāna . . . . .	12 —	11 —	...	...	6 —	6 —	8 —	8 —	23 —	23 —	...	18 —
Bāsim . . . . .	12 12	12 7	...	...	7 —	7 —	9 5	9 5	21 15	20 12	...	...
Akola . . . . .	9 —	9 8	...	...	5 2	6 —	8 —	8 4	18 8	20 —	...	...
Ellichpur . . . . .	9 8	9 8	...	...	5 —	5 —	6 —	6 —	16 —	17 —	...	...
Amrāoti . . . . .	13 —	...	...	...	7 —	...	12 —	...	23 —	...	...	...
Wun . . . . .	11 —	12 —	...	...	7 —	9 —	9 —	10 —	...	26 —	...	...
<b>Nizam's Territories—</b>												
Secunderabad . . . . .	7 9	7 9	12 —	12 7	5 6	5 6	13 —	12 15	21 11	21 9	29 8	29 —
Bolāram . . . . .	7 9	8 —	...	...	5 14	5 14	10 8	10 9	23 12	24 8	...	...
Chadarghāt . . . . .	7 10½	7 9	...	...	5 7½	5 6	8 12	8 2	21 14	23 12	26 4	25 14
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	12 3	12 3	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	9 14	9 14	24 13	21 6	20 14	19 6
Nilgiris . . . . .	...	...	...	...	...	...	9 14	9 14	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	12 13	12 —	25 14	25 14	21 14	22 10
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	10 13	10 13	24 8	25 8	...	...
Anantapur . . . . .	...	...	...	...	...	...	15 2	14 —	34 11	33 11	...	...
Cuddapah . . . . .	...	...	...	...	...	...	12 13	12 13	25 2	25 2	31 5	31 5
Karnul . . . . .	...	...	...	...	...	...	10 6	10 6	31 10	31 8	...	...
<i>East Coast, north—</i>												
Ganjam . . . . .	...	...	...	...	...	...	13 10	13 10	...	...	...	...
Vizagapatam . . . . .	...	...	...	...	...	...	14 —	14 —	...	...	31 10	31 10
Godāvari . . . . .	...	...	...	...	...	...	13 —	13 —	26 8	26 8	...	...
<i>East Coast, central—</i>												
Kistna . . . . .	...	...	...	...	...	...	14 5	14 5	21 13	21 5	...	...
Nellore . . . . .	...	...	...	...	...	...	16 8	16 8	22 14	22 14	24 —	24 —
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	10 3	10 8	...	...	...	...
Chingleput . . . . .	...	...	...	...	...	...	12 6	12 6	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	15 —	16 —	...	...	...	...
S. Arcot . . . . .	...	...	...	...	...	...	11 6	11 6	...	...	23 3	23 3
Tanjore . . . . .	...	...	...	...	...	...	12 6	12 6	...	...	22 5	22 10
Trichinopoly . . . . .	...	...	...	...	...	...	12 6	12 6	32 3	32 3	26 —	26 —
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	11 10	11 10	20 6	20 6	16 6	...
Madura . . . . .	...	...	...	...	...	...	11 10	11 10	25 2	23 10	16 6	17 2
<b>Mysore—</b>												
Mysore . . . . .	10 8	10 8	...	...	9 12	9 12	13 12	13 12	37 4	37 4	...	...
Bangalore . . . . .	11 2	11 2	10 9	10 9	9 3	9 3	10 5	10 5	...	...	...	...
Kolar . . . . .	8 —	8 —	8 —	8 —	10 —	10 —	11 —	11 —	...	...	...	...
Tumkur . . . . .	9 —	8 —	9 —	8 —	9 —	9 —	11 —	10 —	22 —	20 —	...	...
Hassan . . . . .	10 —	10 —	10 —	12 —	10 —	11 —	11 —	12 —	...	...	...	...
Kadur . . . . .	10 —	10 —	10 —	10 —	9 —	9 —	11 —	11 —	30 —	30 —	...	...
Shimoga . . . . .	13 10	14 11	14 11	14 11	9 7	9 7	14 11	13 10	...	...	...	...
Chitaldrug . . . . .	12 —	12 —	14 —	14 —	12 —	12 —	14 —	14 —	34 —	34 —	16 —	16 —
<b>Coorg—</b>												
Coorg . . . . .	7 8	6 4	7 8	6 8	10 8	9 —	13 —	13 —	...	...	...	...
<b>Aden . . . . .</b>												
Aden . . . . .	8 —	8 —	...	...	6 9	6 9	7 7	7 7	12 7	12 7	11 3	11 3

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR BAGI ( <i>Eleusine coracana</i> )		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer arctinum</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR THUR, CADJAN PEA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	21 5	22 10	...	...	13 11	13 11	10 11	10 11	Central Provinces—continued
...	...	...	...	22 —	23 —	...	...	10 —	10 —	12 —	12 8	Central—
...	...	...	...	24 —	24 —	...	...	9 2	9 2	10 11	10 11	Narsinghpur
...	...	...	...	21 8	21 8	...	...	11 8	11 —	11 8	11 12	Saugor
...	...	...	...	26 —	26 —	...	...	10 —	10 —	10 —	10 8	Damoh
...	...	...	...	20 —	20 —	...	...	10 —	8 —	11 —	11 —	Jubbulpore
...	...	...	...	13 8	13 8	...	...	10 —	7 —	9 —	9 —	Mandla
...	...	...	...	15 —	15 —	...	...	8 12	8 12	8 —	8 —	Seoni
...	...	...	...	13 10	15 5	...	...	10 —	8 —	9 —	9 —	Balaghāt
...	...	...	...	16 —	16 —	...	...	12 13	12 13	10 11	10 11	Bhandāra
...	...	...	...	17 —	17 —	...	...	12 —	12 —	11 —	10 —	Chānda
...	...	...	...	15 —	15 —	...	...	8 —	8 —	11 8	11 8	Eastern—
...	...	...	...	16 —	16 —	...	...	9 —	9 —	9 —	9 —	Bilāspur
...	...	...	...	18 15	18 14	...	...	10 15	10 10	10 4	10 1	Raipur
...	...	...	...	14 8	15 —	...	...	9 —	9 —	11 —	11 —	Sambalpur
...	...	...	...	14 8	14 8	...	...	9 —	9 —	10 —	10 —	Berar—
...	...	...	...	16 —	16 —	...	...	11 —	11 —	13 —	13 —	Buldāna
...	...	...	...	12 —	13 —	...	...	11 —	12 —	11 8	12 —	Bāsim
27 8	29 —	...	...	13 14	13 2	...	...	17 2	17 2	9 6	9 6	Akola
...	...	...	...	13 2	13 —	...	...	...	...	9 10	9 9	Ellichpur
...	...	...	...	15 5	14 1	...	...	10 15	9 11½	8 12	9 2½	Amrāoti
...	...	...	...	...	...	...	...	...	...	...	...	Wun
...	...	...	...	...	...	...	...	...	...	13 13	12 14	Nizam's Territories—
...	...	...	...	...	...	...	...	...	...	11 14	11 14	Secunderabad
24 5	22 11	...	...	...	...	...	...	...	...	10 5	10 5	Bolāram
25 14	26 10	...	...	...	...	...	...	...	...	10 13	10 10	Chadarghāt
...	29 2	...	...	...	...	...	...	...	...	12 11	12 11	Madras—
33 —	31 —	...	...	...	...	...	...	...	...	12 11	13 3	Malabar Coast—
32 10	32 10	...	...	...	...	...	...	...	...	14 6	14 6	Malabar
...	25 —	...	...	...	...	...	...	...	...	14 —	14 —	S. Canara
30 10	29 14	...	...	...	...	...	...	...	...	11 5	11 —	South, central—
28 5	28 5	...	...	...	...	...	...	...	...	10 5	10 5	Coimbatore
31 —	29 2	...	...	...	...	...	...	...	...	10 13	10 10	Nilgiris
24 5	23 13	...	...	...	...	...	...	...	...	12 11	12 11	Salem
25 11	25 11	...	...	...	...	...	...	...	...	...	...	Central—
22 3	22 6	...	...	...	...	...	...	...	...	12 11	13 3	Bellary
21 5	21 5	...	...	...	...	...	...	...	...	14 6	14 6	Anantapur
27 —	27 —	...	...	...	...	...	...	...	...	14 —	14 —	Cuddapah
22 —	22 —	...	...	...	...	...	...	...	...	11 5	11 —	Karaul
24 2	24 6	...	...	...	...	...	...	...	...	13 3	13 3	East Coast, north—
28 2	28 2	...	...	...	...	...	...	...	...	15 10	15 10	Ganjam
22 3	22 3	...	...	...	...	...	...	...	...	15 6	15 6	Vizagapatam
25 3	25 14	...	...	...	...	...	...	...	...	15 10	15 10	Godavari
27 5	27 5	...	...	...	...	...	...	...	...	15 10	15 10	East Coast, central—
32 —	32 —	...	...	...	...	...	...	...	...	16 13	16 13	Kistna
26 —	26 —	...	...	...	...	...	...	...	...	...	...	Nellore
38 —	38 —	...	...	...	...	...	...	...	...	15 10	15 10	East Coast, south—
34 —	40 —	...	...	...	...	...	...	...	...	15 10	15 10	Madras
36 —	36 —	...	...	...	...	...	...	...	...	14 2	14 2	Chingleput
42 —	42 —	...	...	...	...	...	...	...	...	15 2	15 2	N. Arcot
36 —	36 —	30 —	24 —	...	...	...	...	...	...	15 2	15 2	S. Arcot
29 8	30 —	...	...	24 —	20 —	...	...	7 —	6 4	10 8	11 8	Tanjore
...	...	...	...	11 3	11 3	...	...	9 5	9 5	32 —	32 —	Trichinopoly
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Tinnevely
...	...	...	...	...	...	...	...	...	...	...	...	Madura
...	...	...	...	...	...	...	...	...	...	...	...	Mysore—
...	...	...	...	...	...	...	...	...	...	...	...	Mysore
...	...	...	...	...	...	...	...	...	...	...	...	Bangalore
...	...	...	...	...	...	...	...	...	...	...	...	Kolar
...	...	...	...	...	...	...	...	...	...	...	...	Tumkur
...	...	...	...	...	...	...	...	...	...	...	...	Hassan
...	...	...	...	...	...	...	...	...	...	...	...	Kadur
...	...	...	...	...	...	...	...	...	...	...	...	Shimoga
...	...	...	...	...	...	...	...	...	...	...	...	Chitaldrug
...	...	...	...	...	...	...	...	...	...	...	...	Coorg—
...	...	...	...	...	...	...	...	...	...	...	...	Coorg
...	...	...	...	...	...	...	...	...	...	...	...	Aden

J. A. ROBERTSON

Offg. Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, March 11, 1904



*Printed and published for the* GOVERNMENT OF INDIA, *at the Office of the* SUPERINTENDENT OF GOVERNMENT  
PRINTING, INDIA, No. 8, *Hastings Street, Calcutta.*



SUPPLEMENT TO  
**The Gazette of India.**

No. 12. }

CALCUTTA, SATURDAY, MARCH 19, 1904.

OFFICIAL PAPERS.

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 17th March 1904, based on the India Daily Weather Reports of the period.**

The weather during the week under review has been feebly unsettled and showery over North-West India and North-East India and over Malabar, but has been fine and quiet elsewhere.

In North-West India showers occurred on the 12th and 13th and on the 16th and 17th. On the former occasion the falls were light, the largest amounts reported having been 0.20" at Dehra Dun, on the latter occasion the rainfall was heavier, Murree reporting 1.19", Cherat 1.17", Minimarg 1.02", Sonemarg 0.96", Dera Ismail Khan 0.72" and Srinagar, Dras, Astor, Peshawar and Khushab over 0.50". Both falls were confined to the hill and submontane regions of Upper India.

In North-East India the rainfall was received mainly on the 11th, 13th and 15th, though some light local showers occurred on the other days of the week. On the 11th the heaviest falls were 1.58" at Silchar and 1.52" at Dibrugarh, on the 13th the heaviest falls were 0.42" at Sibesar and 0.38" at Dibrugarh, and on the 15th the heaviest falls were 0.99" at Silchar and about 0.30" at Chittagong and Barisal. Rain fell in Lower Bengal on the 11th, but the other times the fall was confined to Assam and East Bengal.

In Malabar rain fell on the 11th and 13th, but the showers were apparently very local.

The weather was disturbed and showery throughout the week in Persia and Baluchistan. At the close of the week the barometer was low over Bengal and a period of showery unsettled weather appeared probable over that province and Assam.

The rainfall table shows that effective rain was received during the week over the Bengal, Assam, West Himalayas, North-West Dry and Baluchistan divisions, and the Calicut and Cuttack sub-divisions, the average total rainfall ranging from 0.10" in the Cuttack sub-division to 0.81" in the Narayanganj sub-division. Elsewhere there was no rain of importance during the week.

The seasonal rainfall is in excess over the Ludhiana, Lahore, Ranchi, Jubbulpore and Madura sub-divisions and the North-West Dry, Central India, Gujarat and East Coast (South) divisions, and is normal over the Bengal, Brahmaputra and Baluchistan divisions and the Dinajpur, Burdwan, Simla, Calicut, Bellary and Mysore sub-divisions. Elsewhere the rainfall is short of the average.



RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 17TH MARCH 1904.			RAINFALL DATA FROM 4TH DECEMBER 1903 TO 17TH MARCH 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inch.	Inch.	Inch.	Inches.	Inches.			
1. Burma Coast (Rangoon) . . .	...	0	0'17	—0'17	0'73	1'47	—0'74	—50	—
2. Burma Wet (Bhamo) . . .	...	0'01	0'07	—0'06	0'18	1'10	—0'92	—84	—
3. Burma Dry (Mandalay) . . .	...	0	0'05	—0'05	0'01	0'64	—0'63	—98	—
4. Delta of Bengal . . .	{ Narayanganj .	0'81	0'74	+0'07	3'93	3'90	+0'03	+1	—
5. Brahmaputra Valley (Sibsagar) .	{ Calcutta .	0'10	0'29	—0'19	2'56	2'16	+0'40	+19	—
	...	0'64	0'87	—0'23	4'47	4'18	+0'29	+7	—
6. Himalayas and Sub-Himalaya, East.	{ Dinajpur .	0'04	0'24	—0'20	1'41	1'68	—0'27	—16	—
	{ Darbhanga .	0	0'14	—0'14	0'13	1'59	—1'46	—92	—
	{ Bahraich .	0	0'24	—0'24	0'74	2'68	—1'94	—72	—
7. Indo-Gangetic Plain, East	{ Burdwan .	0	0'31	—0'31	2'33	2'07	+0'26	+13	—
	{ Patna .	0	0'09	—0'09	1'00	1'56	—0'56	—36	—
8. Himalayas and Sub-Himalaya, West.	{ Simla .	0'54	0'70	—0'16	9'88	9'39	+0'49	+5	—
	{ Ludhiana .	0'13	0'25	—0'12	6'42	5'35	+1'07	+20	—
9. Indo-Gangetic Plain, West	{ Cawnpore .	0	0'11	—0'11	0'85	1'98	—1'13	—57	—
	{ Lahore .	0'01	0'19	—0'18	3'97	2'99	+0'98	+33	—
10. N.-W. Dry Area (Bikaner) . . .	...	0'26	0'25	+0'01	4'65	2'27	+2'38	+105	—
11. Baluchistan (Quetta) . . .	...	0'60	0'45	+0'15	6'30	5'43	+0'87	+16	—
12. East Coast, North . . .	{ Waltair .	0	0'11	—0'11	0'10	1'48	—1'38	—93	—
	{ Cuttack .	0'10	0'33	—0'23	1'35	2'29	—0'94	—41	—
	{ Ranchi .	0	0'28	—0'28	2'72	2'15	+0'57	+27	—
13. East Satpuras . . .	{ Raipur .	0	0'25	—0'25	0'65	1'59	—0'94	—59	—
	{ Jubbulpore .	0	0'08	—0'08	2'91	1'76	+1'15	+65	—
14. Central India Plateau . . .	{ Jhansi .	0	0'06	—0'06	2'54	1'90	+0'64	+34	—
	{ Jaipur .	0	0'08	—0'08	1'49	1'15	+0'34	+30	—
	{ Indore .	0	0'02	—0'02	1'34	0'72	+0'62	+60	—
15. West Coast . . .	{ Calicut .	0'77	0'45	+0'32	4'80	4'11	+0'69	+17	—
	{ Bombay .	0	0	0	0'01	0'20	—0'19	—95	—
16. Gujarat . . .	{ Ahmedabad .	0	0	0	0'94	0'25	+0'69	+270	—
	{ Rajkot .	0	0	0	0'83	0'25	+0'58	+232	—
17. West Satpuras (Akola) . . .	...	0	0'05	—0'05	0'87	1'13	—0'26	—23	—
18. Deccan . . .	{ Bellary .	0	0'08	—0'08	0'59	0'64	—0'05	—8	—
	{ Bijapur .	0	0'06	—0'06	0'04	0'60	—0'56	—93	—
	{ Hyderabad .	0	0'22	—0'22	0'04	0'78	—0'74	—95	—
19. South India . . .	{ Mysore .	0	0'11	—0'11	0'52	0'51	+0'01	+2	—
	{ Madura .	0'03	0'23	—0'20	5'30	3'88	+1'42	+37	—
20. East Coast South (Madras) . . .	...	0	0'22	—0'22	17'70	10'64	+7'06	+60	—

W. L. DALLAS,  
for Meteorological Reporter to the Government of India  
and Director General of Indian Observations

J. WILSON,  
Secretary to the Government of India

SIMLA:  
The 17th March 1904.

GOVERNMENT OF INDIA.  
DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
12th March 1904.

**Madras.**—There was light rain in Bellary and in parts of the Circars during the week but none elsewhere. Irrigation supplies are generally sufficient. Ploughing, sowing, and transplanting are in progress in parts. The standing crops are generally fair. Harvests continue with fair outturn. Pasture is scanty in parts of the Circars and the Deccan. Fodder is procurable. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was slight rain during the week in parts of Karachi, Larkana, Hyderabad, Thar and Parkar, Ahmednagar and Bijapur. The standing crops have been damaged by locusts in parts of Colaba, Ratnagiri, and Satara; by blight in parts of Larkana and Dharwar; by insects in parts of the Upper Sind Frontier; and by recent rain in parts of the Panch Mahals; and are generally in good condition elsewhere. Harvesting of spring crops continues in parts of Karachi, Gujarat, the Konkan, Khandesh, Nasik, Sholapur, the Carnatic, Rajkot and Baroda. Threshing is completed in Poona and continues in parts of Surat, Nasik, Ahmednagar, and Satara. Cotton is slightly damaged by blight in parts of Dharwar; is in fair condition in parts of Ahmedabad and Panch Mahals; and in good condition in parts of Larkana and Broach. Picking is completed in Poona and is in progress in parts of Gujarat, Satara, Carnatic and Baroda. Preparation of lands for next season are in progress in parts of the Konkan, Khandesh, Ahmednagar, Poona, Satara, the Carnatic, Rajkot, and Wadhwan. The fodder supply is sufficient. Agricultural stock and water-supply are generally sufficient. Prices have fallen in one district; risen in four districts; and are stationary elsewhere.

**Bengal.**—Rain is reported from every district except Jalpaiguri, Rangpur, Bogra, Mymensingh, Champaran, Muzaffarpur, Darbhanga, and Purnea. The fall was heavy in Rajshahi and moderately heavy in parts of Lower Bengal, Orissa and Chota Nagpur. Slight damage to crops has been caused by hail in Gaya, Bhagalpur and Palamau. Prospects are otherwise good. Harvesting of spring crops, pressing of sugarcane, and transplantation of summer rice continue. Ploughing and sowing are in progress. Fodder and water are generally sufficient. The price of common rice has risen in two districts, has fallen in five and is stationary in the remainder.

**United Provinces.**—Rain has fallen in twenty-three districts, Saharanpur, having received over four inches. The harvesting of spring crops continues and the sowing and irrigation of extra crops has begun in places. Extracting of opium is in progress and fields are being prepared for the autumn crops. Slight damage by hail to the poppy crop is reported in Budaun and to other standing crops in eight districts. Scarcity of fodder is reported in Budaun, Bahraich, and Gorakhpur. Markets are well supplied and prices are stationary.

**Punjab.**—Good rainfall in all districts except Delhi and Jullunder where it was slight. The price of wheat is rising slightly in Amritsar and Mooltan; the prices of other food grains are fluctuating. Sowings of extra spring crops are in progress in most districts. Ploughings and sowings of sugarcane and cotton crops are going on in certain districts. Land is being prepared for autumn sowings in the Lahore district. The condition of the standing crops is reported good to fair in all districts except Delhi where the crops are said to be below average. The recent rain has greatly benefited the standing crops. Crops have been slightly damaged by hail and also by excessive rain in lowlying lands in parts of Hissar and Sialkot; they have also been damaged by excessive rain in lowlying lands in Amritsar. Hail fell in Ferozepore but did no damage. Cattle are generally in good condition throughout the province. Fodder is said to be sufficient in all districts except Delhi and in parts of Rawalpindi.

**North-West Frontier Province.**—The rainfall of the week averaged half an inch in Peshawar and  $1\frac{1}{2}$  inches in Dera Ismail Khan. Showers have fallen in other districts and the rain though generally beneficial has caused some injury to lowlying crops and a break is now wanted. Prospects are generally excellent. Stocks of food grains and fodder are ample. Prices are falling in Peshawar.

**Burma.**—There was slight rain in three Northern districts during the week. Ploughing for early wet weather paddy has begun in Mandalay and Kyaukse. Plucking of tobacco is in progress. Transplanting of dry weather paddy and harvesting of the miscellaneous



crops continue. The price of paddy has risen in the Upper Chindwin, Katha, Bhamo and Mandalay districts and has fallen slightly in Rangoon and five other Lower Burma districts.

**Central Provinces.**—Light showers have fallen in six districts. The harvesting of winter crops is in full swing and threshing has commenced. The outturns are generally good. The damage caused by the recent hail is reported to have been somewhat severe in a few villages in the Saugor and Mandla districts, and slight in a few villages of Nimar and Balaghat. The preparation of land for autumn sowings continues. Prices of wheat and gram show a slight tendency to rise.

**Assam.**—Rain fell in all districts during the week. More rain is wanted for tea in Kamrup. Tea pruning, sugarcane pressing, ploughing for rice and jute, and sowing of early rice are in progress. Gathering of mustard is finished in most districts. The outturn of sugarcane and mustard is fair to good. Fodder is insufficient in parts of Sylhet and in the Hills. Prices—common rice—Silchar, Sylhet, and Tezpur 18; Dhubri, Gauhati, and Nowgong 16; Sibsagar 13; and Dibrugarh 12 seers per rupee.

**Mysore.**—Prices are steady. The standing crops are in good condition. Prospects of the season are good. Cattle are healthy except in parts of Mysore and Chitaldrug. Water and fodder are available.

**Coorg.**—Prices of food grains are normal. Fair water and fodder are sufficient.

**Hyderabad.**—There was no rain during the week. The spring harvest and weeding of late rice continues. The standing crop is good. Lands are being prepared for autumn sowings in parts. Prices—wheat 12½; rice 11¼; and jowar 31½ seers per halli rupee.

**Rajputana.**—Rain fell in parts during the week. Agricultural operations are generally satisfactory. The condition of the standing crops and of cattle is generally good. Some damage has, however, been caused by rain and hail storms in parts. The damage to the opium crop in Kotah is serious. Fodder is ample. Prices are favourable.

**Central India.**—There was no rain during the week. Agricultural operations are in progress. Crops have been damaged in parts of Gwalior, Indore, Bhopal, Baghelkhand, and Bhopawar by recent rain, but are good elsewhere. Agricultural stock is good except in parts of Indore and Bhopawar. Pasturage is generally good. Prices are normal in Gwalior, Indore, and Baghelkhand; rising in Bhopal; and stationary elsewhere. Opium is fair in Bhopal, Malwa and Bhopawar, and good in parts of Indore and Gwalior.

**Kashmir.**—The weather is generally rainy. Prices are stationary.

**Jammu.**—There was slight rain during the week. Prices are fluctuating. Wheat sells from 14 to 26 and maize from 20 to 36 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient.

**Nepal.**—Rainfall 0·04. The weather has been somewhat cloudy and cold. The price of rice is 5¼ seers for the rupee.

J. WILSON,

Secretary to the Government of India.

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.SANITARY.  
PLAGUE.

Calcutta, the 17th March, 1904.

The following statement of plague seizures and deaths reported in India during the week ending the 12th March 1904 is published for general information:—

Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.	
Northern.	Bombay City	B., B. & C. I. & G. I. P.	1,081	925	
	Dholera Port		...	...	
	Ahmedabad City	B., B. & C. I.	122	71	
	Gogha Port		12	8	
	Ahmedabad District	" " & B. G. J. P.	99	75	
	Broach Port	B., B. & C. I.	3	3	
	Broach District	" "	120	96	
	Panch Mahals District	" "	145	91	
	Mahikantha State	" "	78	61	
	Kaira District	" "	1,970	1,251	
	Palanpur State	" "	14	4	
	Rewakantha State	" "	198	112	
	Bulsar Port	" "	13	12	
	Surat Town and Port	" "	7	7	
	Surat District	" "	195	129	
	Jhara Port		...	...	
	Bandra Port	B., B. & C. I.	10	7	
	Utan "		...	...	
	Vesava Port		...	...	
	Kelva "		...	...	
	Trombay "		...	...	
	Tarapur "	B., B. & C. I.	(a)2	(a)1	
	Manori "		...	...	
	Mahim "	B., B. & C. I.	...	...	
	Dhanu "		...	...	
	Bhiwandi "		...	...	
	Agashi "	B., B. & C. I.	(a)2	(a)1	
	Shirgaon "	" "	...	...	
	Bassein "	" "	...	...	
	Kalyan "	G. I. P.	2	1	
	Thana "	" "	5	2	
	Umbergaon Port		...	...	
	Kon "		...	...	
	Thana District	G. I. P. & B., B. & C. I.	13	8	
Central.	Ahmednagar District	Dhond and Manmad (G. I. P.)	373	298	
	Khandesh "	B., B. & C. I. & G. I. P.	1,530	1,039	
	Nasik "	G. I. P. & N. G.	558	383	
	Poona City	S. M. & G. I. P.	96	82	
	Poona District		114	91	
	Satara "	S. M.	333	222	
	Sholapur Town	G. I. P.	72	65	
	Sholapur District	" S. M. & Barsi	442	354	
	Alibag Port		7	6	
	Panvel "		5	4	
	Eshoi "		...	...	
	Roha "		...	...	
	Revdanda "		...	...	
	Kolaba District	G. I. P.	46	43	
	Ratnagiri Port		...	...	
	Vizedrug "		...	...	
	Harnai "		20	16	
	Rajapur "		...	...	
	Vengurla "		...	...	
	Jaitapur "		...	...	
	Southern.	Dabhal "		...	...
		Joigad "		...	...
Deogad "			...	...	
Ratnagiri District			...	...	
Belgaum "		S. M.	1	1	
Hubli Town		" "	418	322	
Dharwar District		" "	482	359	
Karwar Port			...	...	
Akola Port			...	...	
Kumta Port			...	...	
Kanara District		S. M.	5	3	
Savantvadi State			...	...	
Bijapur District		S. M. & G. I. P.	570	483	
Karachi Town and Port		N. W.	164	145	
Karachi District			9	2	
Hyderabad Town		N. W. & J. B.	26	14	
Hyderabad District		" "	31	24	
Sind.		Thar and Parkar District	J. B.	...	...
	Larkhana "	N. W.	...	...	
	Sukkar District	" "	...	...	
	Khairpur State	" "	1	1	
	Political charges.	Akalkot State		...	...
		Aundh "		...	...
		Tuna Port		15	10
		Mandvi "		6	6
		Mundra "		(a)1	(a)1

(a) Imported.





Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Allahabad	Allahabad City	E. I.	541	541
		Allahabad District	E. I., O. & R., B., B. & C. I. & G. I. P. (I. M. Sec.)	119	119
		Cawnpore City	"	40	32
		Cawnpore District	"	154	134
		Fatehpur	G. I. P. (I. M. Sec.)	191	131
		Banda "	G. I. P.	2	...
		Jhansi City	"	70	71
		Jhansi District	"	132	107
		Hamirpur "	"	39	34
		Jalaun "	"	38	38
	Benares	Benares Cantonment	B. & N. W. & O. & R.	1008	1015
		Benares City	B. & N. W. & E. I.	207	207
		Benares District	B. & N. W.	493	406
		Ballia "	O. & R.	3	3
		Jaunpur City	E. I. & B. & N. W.	105	84
		Jaunpur District	E. I.	107	91
		Ghazipur "	"	100	83
	Fyzabad	Mirzapur City	B. & N. W. & O. & R.	121	121
		Mirzapur District	"	74	47
		Bahraich District	"	33	33
		Gonda "	"	257	248
		Partabgarh "	"	537	535
		Sultanpur "	"	1528	1416
		Ajodhia "	"	93	93
	Gorakhpur	Fyzabad City	B. & N. W. & O. & R.	480	332
		Fyzabad District	"	147	124
		Bara Banki Town	"	42	45
		Bara Banki District	"	183	107
		Azamgarh City	"	149	142
		Azamgarh District	"	130	131
		Gorakhpur City	"	...	...
	Meerut	Gorakhpur District	"	...	...
		Basti "	"	...	...
		Meerut City	N. W.	...	...
		Meerut Cantonment	"	...	...
		Meerut District	"	...	...
		Muzaffarnagar City	O. & R. & E. I.	...	...
		Muzaffarnagar District	"	...	...
		Aligarh "	"	...	...
		Saharanpur "	"	...	...
		Hardwar Union	"	...	...
	Lucknow	Roorkee Town	O. & R. & N. W.	...	...
		Bulandshahr District	O. & R.	...	...
		Dehra Dun "	"	...	...
		Unao District	B. & N. W. & O. & R.	...	...
		Lucknow City	"	...	...
		Lucknow District	"	...	...
		Hardoi "	"	...	...
	Agra	Rae Bareilly "	"	...	...
		Sitapur "	"	...	...
		Kheri "	"	...	...
		Etawah City	O. & R.	...	...
		Etawah District	O. & R., B. & N. W. & R. K.	...	...
		Fatehgarh "	"	...	...
		Farrukhabad Town	"	...	...
	Rohilkhand	Farrukhabad District	"	...	...
		Mainpuri "	"	...	...
		Agra City	"	...	...
		Agra District	"	...	...
		Etah "	"	...	...
		Muttra District	"	...	...
		Muttra City	"	...	...
	Kumaun	Bareilly City	B., B. & C. I.	...	...
		Bareilly District	"	...	...
		Shahjahanpur "	"	...	...
		Shahjahanpur City	"	...	...
	Lahore	Bijnor District	"	...	...
		Naini Tal	"	...	...
		Garhwal District	"	...	...
Punjab	Total			9,221	8,504
	Jullundur	Jullundur District	N. W.	767	529
		Hoshiarpur "	"	1451	786
		Ferozepur "	"	405	247
	Lahore	Kangra "	"	...	...
		Amritsar City	N. W.	...	...
		Amritsar District	"	...	...
	Lahore	Gurdaspur "	"	...	...
		Lahore "	"	...	...

(a) Figures for 2 weeks.



Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Punjab	Rawalpindi	Rawalpindi District	N. W.	20	19
		Gujrat	"	388	229
		Gujranwala	"	340	330
		Sialkot	"	554	356
		Shahpur	"	622	483
		Jhelum	"	163	75
	Multan	Jhang	"	102	51
		Multan	"	...	...
		Montgomery	"	...	...
		Mianwali	"	...	...
		Gurgaon	B., B. & C. I.	41	33
		Delhi	Delhi	E. I., O. & R., B., B. & C. I., N. W. & S. P.	66
	Hissar		B., B. & C. I.	73	63
	Karnal		E. I.	38	20
	Simla		"	...	...
	Ludhiana		N. W.	...	...
	Umballa		N. W. & E. I.	(h) 1,145	(h) 780
	Rohtak		S. P.	143	130
	Patiala City		Rajpura-Bhatinda (N. W. Ry.)	...	...
	Patiala State		N. W., E. I., B., B. & C. I. & J. B.	412	411
	Kapurthala State		N. W.	195	147
	Kalsia		E. I.	62	45
	Maler Kotla		N. W.	362	249
	Jind		N. W. & B. B., & C. I.	137	59
	Faridkot		"	15	5
	Total				9,176
Central Provinces (including Berar).	Nerbudda	Nimar District	G. I. P. & B., B. & C. I.	85	41
		Hoshangabad Town	"	...	...
		Hoshangabad District	G. I. P.	132	102
		Narsingpur Town	"	2	1
		Narsingpur District	"	324	251
		Chhindwara	"	(f) 4	(f) 4
	Nagpur	Khandwa Town	B. B. & C. I. & G. I. P.	34	41
		Betul District	"	(a) 2	(a) 2
		Nagpur City	B. N. & G. I. P.	159	1157
		Nagpur District	"	(b) 310	(b) 201
		Wardha Town	"	2	2
		Wardha District	G. I. P.	(f) 171	(f) 147
		Chanda	"	25	25
		Bhandara Town	"	63	60
		Bhandara District	B. N.	(c) 64	(c) 53
		Balaghat	"	(d) 30	(d) 29
	Jubbulpur	Balaghat Town	E. I. & G. I. P.	12	10
		Jubbulpore Town	"	(a) 1	...
		Jubbulpore District	E. I. & G. I. P.	231	168
		Damoh Town	"	...	...
		Damoh	"	...	...
		Saugor Cantonment	"	...	...
		Saugor Town	G. I. P. (I. M. Sec.)	123	110
		Saugor District	"	135	112
		Seoni	"	...	...
		Mandla	"	...	...
	Chhattisgarh.	Bilaspur	B. N.	(f) 4	(f) 2
		Raipur	B. N.	(a) 1	(a) 1
		Sambalpur	"	...	...
		Akola	G. I. P.	224	177
		Buldana	"	63	57
		Wun	"	...	...
	...	Basim	"	(f) 70	(f) 53
		Amraoti	G. I. P.	(g) 335	(g) 258
		Ellichpur	"	193	166
		Yeotmal	"	...	...
		...	"	...	...
	Total				2,799
Assam	Assam Valley	Dibrugarh Town (Lakhimpur District)	D. S.	...	...
Total				...	...
Coorg	...	...	...	1	...
Total				1	...
Mysore State.	...	Bangalore City	S. M. & Madras	61	50
		Bangalore Civil and Military Station	"	61	79
		Bangalore District	"	107	79
		Mysore City	S. M.	2	2
		Mysore District	"	53	39
		Kolar	Madras & S. M.	40	39
		Kolar Gold Fields	"	24	19
		Tumkur District	S. M.	14	11
		Shimoga	"	31	6
		Chitaldrug	"	5	30
		Kadur	"	41	12
		Hassan	"	18	...
Total				457	283

(a) Imported.  
 (b) Including 3 imported cases and 3 deaths.  
 (c) " 7 " cases and 5 "  
 (d) " 1 case and 3 deaths.

(f) Including 1 imported case and 1 death.  
 (g) " 2 " cases and 3 deaths.  
 (h) For week ending 5th March 1904.

Presidency or Province.	Division.	Districts and States, and Towns of over 50,000 inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.		
Hyderabad State.		Aurangabad District	N. G. S.	(a) { 225 55 ... 1 50 47 101 ... 200 ...	(a) { 211 43 ... ... 40 33 67 ... 183 ...		
		Bir	G. I. P. & Barsi				
		Hyderabad	N. G. S.				
		Indur					
		Usmanabad	G. I. P. & Barsi				
		Lingsapur	S. M.				
		Paribani	G. I. P.				
		Raichur					
		Gulburga	G. I. P. & N. G. S.				
		Nander	N. G. S.				
Central India.		Total		679	577		
		Indore City	B., B. & C. I.	...	I		
		Indore State		...	...		
		Ujjain City	B., B. & C. I. & G. I. P.	213	164		
		Gwalior City		...	...		
		Gwalior State		...	...		
		Dhar State		(b) { 86	(b) { 82		
		Bhopal City		7	3		
		Pathari State	G. I. P.	47	47		
		Bhopal State		...	...		
		Mhow Cantonment		403	403		
		Nimach	B., B. & C. I. (Rajputana Malwa)	...	...		
		Indore Residency		...	...		
		Rutlam City		...	...		
		Rutlam State	B., B. & C. I.	(b) 10	(b) 5		
		Dewas Town	"	...	...		
		Dewas State		...	...		
		Narsingarh State		99	69		
		Tonk State (portion in Central India)		84	73		
		Sehore	G. I. P.	11	11		
		Sailana		...	...		
		Piploda District		7	...		
		Bagli State		17	1		
		Jhabua		...	8		
		Jaora	B., B. & C. I.	(b) { ...	(b) { ...		
		Jaora Town	"	...	...		
		Agar Military Station	"	116	83		
		Manpur		...	...		
		Sitamaui State		4	5		
		Rajputana		Total		1,104	955
Ajmer District	B., B. & C. I.			(c) 2	(c) 1		
Mewar State				386	330		
Partabgarh				7	3		
Chitor (Udaipur State)				...	...		
Tonk State	B., B. & C. I.			41	29		
Marwar	"			...	...		
Jaipur	"			122	106		
Kishengarh Town	"			...	...		
Bikanir State	J. B.			...	...		
Jhalawar				...	...		
Sirohi				...	...		
Shahpura				...	...		
Alwar				81	70		
Banswara				131	80		
Bharatpur				(c) 2	(c) 1		
Falna	(c) 1			(c) 1	(c) 1		
Kashmir				Total		773	621
				Hamirpur-Sidhan (Akhaur Tahsil)		...	...
				Jammu City		...	...
		Jammu Province	N. W.	517	289		
		Srinagar District		98	116		
N.-W. F. Province.		Srinagar City		...	...		
		Total		615	405		
		Abbottabad Town		...	...		
Baluchistan.		Hazara District		...	...		
		Peshawar		...	...		
		Total		...	...		
		Sonmiani		...	...		
		Hirok	N. W.	...	...		
		Sibi		...	...		
Total							
GRAND TOTAL				41,960	33,517		

(a) Figures from 1st to 7th March 1904.  
 (b) Figures for week ending 5th March 1904.  
 (c) Imported.

H. H. RISLEY,  
 Secretary to the Government of India.  
 C



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RESULTS OF WORKING DURING 1ST HALF OF YEAR.										RESULTS OF WORKING FOR OFFICIAL YEAR.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
RAILWAYS.	AVERAGE EARNINGS PER MILE PER WEEK.		Mean mileage worked.		Total earnings for week ending		Earnings per mile open for week.		Total earnings from 1st January to		Increase.		Decrease.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	During 1st-half of 1903.	During official year 1902-03.	1903.	1904.	7th March 1903.	5th March 1904.	1903.	1904.	7th March 1903.	5th March 1904.	R	R	R	R																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

Standard gauge.

Metre gauge.

Special gauge.





*Printed and published for the GOVERNMENT OF INDIA, at the Office of the SUPERINTENDENT OF GOVERNMENT  
PRINTING, INDIA, No. 8, Hastings Street, Calcutta.*



SUPPLEMENT TO  
**The Gazette of India.**

No. 13. } CALCUTTA, SATURDAY, MARCH 26, 1904.

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.  
FINANCE AND COMMERCE DEPARTMENT.

**FINANCIAL STATEMENT FOR 1904-1905.**

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## APPENDIX I.

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extensive imports of petroleum, silver, copper, and spirits. The increase under Other heads of Revenue occurred chiefly under Forests in Burma and Madras; that under Excise chiefly in Burma and Berar.

The decrease under Land Revenue was due to over-estimate of collection in Bombay and Burma; under Irrigation, to an over-estimate in the Punjab.

6. As regards expenditure, the more important variations in figures as between the Accounts and the Revised Estimate, are increases of £190,892 under Army Services; £169,407 under Other Public Works; £49,343 under Salaries and Expenses of Civil Departments; and of £39,151 under Railway Revenue Account; and decreases of £101,831 under Direct Demands on Revenue, and of £114,640 under provincial surpluses added to the provincial balances and charged as expenditure. These items account for the greater portion of the total differences noted.

The increased expenditure under Army Services occurred under effective charges both in India and in England; in India, under Supply and Transport, Ordnance, and Miscellaneous Services; and in England, under "Stores," due to larger payments than anticipated, on account of indents. The increase under Other Public Works was due to unexpectedly heavy expenditure in the last two months of the financial year. Under Salaries and Expenses of Civil Departments, the increase occurred chiefly under Education, and was due to larger payments than were anticipated on account of grants-in-aid to certain schools. The increase under Railway Accounts was chiefly on account of working expenses on the North Western and Great Indian Peninsula Railways, and was due to increased train mileage compensated by improved earnings. Savings under Assignments and Compensation, Land Revenue, and Forest, are the principal causes of the decrease under Direct Demands on Revenues. The decrease under Provincial Surplus is the result of larger expenditure than anticipated in Bengal, the United Provinces, and Madras.

#### Revised Estimate, 1903-1904.

7. The Revised Estimate of Revenue shows an anticipated increase over the original estimate of £6,712,400 and, allowing for an increase in expenditure (including Provincial surpluses and deficits) of £4,949,900, results in a total anticipated surplus of £2,711,200 as compared with the Budget Estimate which showed a surplus of £948,700. This considerable excess surplus is due to an increase of revenue in greater or less proportion under all heads, except Telegraphs, the returns from which have unfortunately disappointed us, yielding £30,200 less than the estimate, £22,779 less than in 1902-1903, and £53,909 less than in 1901-1902.

#### REVENUE.

8. The following are the increases in the Revised over the Budget Estimate, under the different heads, and allowing for the failure under Telegraphs, they result in a total increase of revenue of £6,712,400:—

	£
Land Revenue . . . . .	152,700
Opium . . . . .	1,354,900
Salt . . . . .	206,700
Stamps . . . . .	41,200
Excise . . . . .	420,400
Customs . . . . .	316,200
Other Heads . . . . .	176,900
Interest . . . . .	86,600
Post Office . . . . .	39,400
Mint . . . . .	2,345,500
Receipts by Civil Departments . . . . .	190,700
Miscellaneous . . . . .	40,200
Railways . . . . .	1,106,100
Irrigation . . . . .	161,400
Other Public Works . . . . .	71,100
Receipts by Military Department . . . . .	32,600
	<hr/>
	6,742,600
Telegraphs (decrease) . . . . .	30,200
	<hr/>
Net increase . . . . .	6,712,400

It will be observed that by far the most important items of increase in Revenue are under Opium, £1,354,900; Mint, £2,345,500; and Railways, £1,106,100. The increase under these three heads alone amounts to no less a sum than £4,806,500 approximating three-fourths of the total excess over the Budget Estimate.

The very important increase under Opium is due to the phenomenal rise in prices realised at sales during the past year. In view of the prices obtained during the previous year, we did not feel justified in assuming for 1903-1904, a higher price than R1,100 per chest, whereas the actual average obtained has amounted to no less than R1,462 per chest, reaching the extraordinary high level of R1,765 for the month of February last. The following figures illustrate the course of the market throughout the year.

*Average sale-price of opium per chest during the financial year 1903-1904.*

	R	a.	p.		R	a.	p.
April . . . . .	1,240	5	1	October . . . . .	1,446	15	1
May . . . . .	1,255	14	3	November . . . . .	1,498	13	9
June . . . . .	1,267	4	2	December . . . . .	1,492	10	4
July . . . . .	1,297	2	1	January . . . . .	1,626	9	0
August . . . . .	1,388	9	10	February . . . . .	1,765	0	1
September . . . . .	1,567	1	8	March . . . . .	1,697	8	8

Average for the year R1,461-15-10.

It is absolutely impossible to foretell the course of events in the highly speculative opium market, and we are bound to be cautious in our estimates, as the course of the market depends not only on the opium crop, but also on the situation in China, which for some time past has been unusually perturbed.

As regards possible Mint profits, we must always be in the dark until requirements for coin have declared themselves, and it is quite impossible to estimate beforehand what such requirements may amount to in any particular year. To exemplify the uncertainty of the demand I submit the figures showing the annual coinage of rupees in the Mints, excluding coinage to replace withdrawals of old issues, since the commencement of operations for increasing the rupee circulation :—

	R
1900-01 . . . . .	13,40,73,058
1901-02 . . . . .	3,25,87,221
1902-03 . . . . .	21,11,378
1903-04 (11 months only) . . . . .	9,42,81,408

It will be observed that annual requirements have varied from R21,11,378 to R13,40,73,058, with a similar variation in profits. It must be remembered, however, that whilst mint profits are necessarily tabulated in our revenue returns, they do not increase our available resources, as profits from rupee coinage are transferred to the Gold Reserve Fund.

The unanticipated increase in railway revenue is equivalent to approximately 5½ per cent on the estimate. In this matter also we have always to deal with uncertainties, since returns are entirely dependent on seasonable conditions affecting yield and movements of produce, and also to a greater or less extent on the prices for such produce which may prevail in European markets. I submit figures showing the fluctuations in net railway revenue returns during the last five years, including the estimates for the coming year :—

1900-1901.	1901-1902.	1902-1903.	1903-1904 (Revised).	1904-1905 (Budget).
£	£	£	£	£
325,124	846,616	228,949	854,600	354,200

The other differences in excess of anticipated revenue, though important in themselves both as regards improvement of revenue and evidence of general prosperity, are relatively of minor significance. Taking them in order of importance, the increase in Excise returns, as compared with the results of 1902-1903, somewhat exceeds £498,800, and is equivalent to an augmentation of about 21 per cent in two years, following on smaller increases in the two previous years when the stress of famine was still making itself severely felt in some parts of the country. Increase of revenue is undoubtedly in great part due to improved administration and greater attention to preventive measures, but it is also due, and probably to a very large extent, to improvement in the condition of the people. Satisfactory as is from one point of view a growth of revenue, we could not regard with satisfaction any increase which might possibly be attributed to increased consumption of alcohol in excess of the legitimate requirements of those classes among



the population to whom from long habit and custom, alcohol in moderation is a virtual necessity. There is no desire on the part of the Government of India to increase revenue by encouraging indulgence in alcohol. It is a matter in which we feel our full responsibility, which undoubtedly requires constant careful watching, and to which at the present moment we are devoting special attention in the interests of temperance and morality.

Our Customs revenue, though falling short of the realizations in 1902-1903, has exceeded our expectations. Important increases are to be found under the heads of Manufactured Articles (8½ lakhs), Spirits and Liqueurs, Sugar (ordinary duties), White and Coloured Piece Goods, and Other Metals and Manufactures of Metals. The total increase under the heads above enumerated amounts to 26 lakhs, but it is more than counterbalanced by a falling-off of approximately 9½ lakhs on Petroleum, nearly 7 lakhs under Grey Shirtings, and other minor differences. Any decrease in revenue returns is in a sense unfortunate, but we may console ourselves as regards any loss on petroleum and cotton cloths by the reflection that there is no falling-off in the consumption of those articles, and that where duty-paying foreign imports have diminished, they have been replaced by home production.

The excess over our estimate for revenue from salt is a matter for unqualified congratulation, being almost entirely due to increased consumption. Under Receipts by Civil Departments the increase occurred under 'Marine,' and was partly due to a change in accounting, and partly to recoveries on account of the employment of Royal Indian Marine vessels in connection with the operations in Somaliland.

As a matter of percentage, the increase in Land Revenue is trifling; I submit once more figures showing returns for a series of years, and it will be seen that the average annual increase since 1898-99, the last year before the ravages of famine, is approximately 1·17 per cent:—

	£		£
1898-99	18,306,208	1902-1903	18,436,845
1899-1900	17,205,056	1903-1904	19,262,400
1900-1901	17,503,031	1904-1905	19,591,600
1901-1902	18,288,018		

The increase under Irrigation, which amounts to nearly £188,000, as compared with 1902-1903, and to nearly £419,000, as compared with 1901-1902, is in the main due to the extension of irrigation undertakings which bring direct prosperity to individuals and indirect prosperity to the State at large; the remaining items of increase are of minor importance.

#### \*EXPENDITURE.

9. Expenditure has exceeded the original estimate by £4,949,900; of this considerable excess no less a sum than £4,797,600 falls under the heads of Mint, and Provincial Surpluses and Deficits. The increase of expenditure under Mint may be neglected, being fully compensated by increased receipts. The increase under Provincial Surpluses and Deficits includes grants to Provincial Governments amounting to £1,726,700, of which £1,000,000 is in connection with the new provincial settlements, Bengal receiving £333,300, the United Provinces £200,000, Madras £333,300, and Assam £133,400. The variations under other heads of expenditure are of relatively minor importance, fairly balancing one another and resulting in a total increase of £152,300; the more important items are: Direct Demands on Revenue—increase £240,300, attributable to heavy expenditure on opium cultivation and establishment, in consequence of an abnormally large crop; Railway Revenue Account—increase, £292,400, due to heavier working expenses for increased traffic and increased train-mileage, and more than compensated by increased receipts; Other Public Works—increase, £97,400, due to sanction of additional grants for civil works during the course of the year; Army Services—increase, £164,400, due to expenditure for the missions in Tibet, Aden, and Seistan, partly counterbalanced by savings arising from the absence of troops in Somaliland and China; and Miscellaneous Civil Charges,—increase, £68,800, due to the writing-off of agricultural advances granted during the late famine, and which have proved irrecoverable.

The only head under which a really important decrease of expenditure is noted is Salaries and Expenses of Civil Departments £368,100; minor savings aggregating £342,000 have been realised under the heads of Interest, Post Office, Telegraphs, Famine Relief and Insurance, Irrigation and Special Defences. The excess of estimates over expenditure under Salaries and Expenses of Civil Departments in 1901-1902 was

£312,001, and in 1902-1903, £439,557, indicating apparently a regrettable tendency in some provinces to continually exaggerate requirements. Endeavours will be made to find a remedy.

### Budget Estimates, 1904-1905.

10. Our estimates of receipts and expenditure for the forthcoming financial year result in an anticipated surplus amounting to £918,700, but it is to be noted that in calculating this result, allowance is made for a decrease in Provincial balances of £1,316,800.

#### REVENUE.

11. The principal items of estimated increase in revenue, as compared with the Revised Estimate of 1903-04, are as follows :—

Land Revenue	£
Stamps	329,200
Excise	49,000
Other Heads	124,500
Railways	94,700
	176,400

These with minor improvements under Post Office, and Irrigation, make up a total anticipated increase of revenue amounting to £794,600.

The increase in Land Revenue is largest in Burma and Madras, but it is fairly general, and is important in Assam, the Central Provinces, Berar, and Bombay. The chief cause of general increase is recovery after the recent famine; some re-settlements have however been made, and in the Punjab irrigation has been extended. Under Stamps and Excise, a normal increase has been allowed for. The increase estimated under Railway receipts is based on the anticipated improvement in traffic on certain lines, and increased working mileage.

12. On the other hand, we anticipate a falling-off in receipts under the following heads :—

Opium	£
Mint	78,600
Other Public Works	2,516,100
Receipts by Military Department	68,000
	172,500
TOTAL	3,538,200

These, with minor decreases in Salt, Customs, Interest, Telegraph, Receipts by Civil Departments and Miscellaneous Receipts, result in a total falling-off of £3,713,800.

We cannot anticipate a continuance of the abnormally high prices latterly obtained for Bengal opium, and we have based our estimates for the coming year on an assumed price of ₹1,250 per chest, as compared with the average of ₹1,144-8-11 obtained in 1902-1903, and ₹1,461-15-10 in 1903-1904. The heavy fluctuations in this very important source of revenue are noted in the following table :—

	Average price per chest.		
	₹	a.	p.
1898-1899	1,055	7	5
1899-1900	1,220	15	5
1900-1901	1,360	10	10
1901-1902	1,296	15	5
1902-1903	1,144	8	11
1903-1904	1,461	15	10
1904-1905 (Estimate)	1,250	0	0

The decrease under Mint is, as I have already noted, due to the fortuitous circumstances influencing receipts under this head.



The decrease under Other Public Works is chiefly due to special receipts from sales of buildings, and the falling-off in receipts by Military Department is mainly attributed to anticipated smaller recoveries for stores, etc., to be supplied to the Imperial Government.

## EXPENDITURE.

13. The total increase in expenditure on revenue account is estimated at £1,391,300.

The more important heads of increase are:—

	£
Direct Demands on the Revenues . . . . .	198,400
Post Office . . . . .	116,000
Salaries and Expenses of Civil Departments . . . . .	916,800
Railway Revenue Account . . . . .	676,800
Other Public Works . . . . .	524,500
Army Services . . . . .	1,258,400
Special Defences . . . . .	228,300

These with minor additions under Telegraph, Famine Relief and Insurance, and Irrigation result in a total increase of expenditure amounting to £4,028,500. The most important increase, that of £1,258,400 under Army Services, is almost wholly accounted for under the two heads of Increased Pay to British Troops, approximately £493,900, which becomes payable from April 1904, and £700,000 for new armament, guns, and rifles; the latter is fortunately a non-recurring charge. There are other minor differences of increase and decrease in Military charges, but excluding the two items I have specially noted, the aggregate Military estimates do not materially exceed those of the closing year.

The large increase of £916,800 under Salaries and Expenses of Civil Departments occurs chiefly under Education, Police, Medical, and Political. Should we have another really prosperous season, additional expenditure under Railway Revenue Account will in great part be covered by increased receipts, but whereas certain expenditure is inevitable, we cannot, in framing our estimates, allow for more than normal profits to counterbalance them. The addition of £116,000 to Post Office charges is due to the progressive development of the Postal service. The increase of £524,500, under Other Public Works, is chiefly due to the expenditure to be met by Local Governments out of the special grants given to them towards the close of the current financial year, and that of £228,300 under Special Defences, to the adoption of a definite programme for improving Coast Defences. The other items of increase are of relatively small importance.

14. Against such items of increase there are decreases under the following heads:—

	£
Mint . . . . .	2,385,000
Miscellaneous Civil Charges . . . . .	129,700
Interest . . . . .	122,500

The decrease under Mint is approximately counterbalanced by the smaller entry for receipts under the same head; that under Miscellaneous Civil Charges is chiefly due to a considerable sum, considered irrecoverable, having been written off on account of takavi advances made during the late famine.

## Summary of Budget Results.

15. We may now consider the situation as regards our estimates for items classified in the Accounts as non-chargeable to revenue. We carry forward to this second part of our statement, which includes Capital and Debt transactions, Deposits, Remittances, and Advances, a surplus of £918,700. Our total estimate for capital expenditure on Railways and Irrigation amounts to £8,940,900, of which sum £6,310,300 is for account of State Railways; £1,797,300 for the account of Railway Companies; and £833,300 for Major Irrigation Works. In addition to the above, we have to find

£1,088,800 for discharging Permanent Debt, and £333,300 for discharging Temporary Debt. We have also to make a net payment of £1,407,500, under Deposits, Advances, and Remittances. Thus the total of our capital requirements amounts to £11,770,500.

16. To meet these requirements, we estimate that in addition to the surplus of £918,700, we shall have at our disposal a sum of £2,917,200, to be raised by Railway Companies. We further propose to increase our permanent debt by £4,500,000, including a loan of 3 crores of rupees, to be raised in India, and we also anticipate the realisation of £688,100 by addition to the unfunded debt. The above sums amount in the aggregate to £9,024,000, and the balance required to meet the total expenditure of £11,770,500 will be found by the reduction of the total of closing balances in India and England by £2,746,500.

17. The final estimated results show closing balances on March 31st, 1905, in India of £11,060,616 and in England of £4,696,287.

18. As regards the loan to be raised in India, we reserve the right to alter the amount to any extent that may appear desirable. The present intention of the Secretary of State is to draw Bills to meet requirements for sterling payments to the amount of £16,500,000. This figure is omitted from both sides of the account as above summarised. Our estimate of payments during the coming year on account of Council Bills is £16,769,700.

### Coinage, Currency, and Exchange.

19. During the year now drawing to a close our coinage operations have been on a very large scale, and the issues of new rupees, including recoinage of withdrawn issues, have amounted to no less than a sum of ₹13,94,91,408 in addition to which we coined for Native States rupees to the value of ₹12,15,682. I submit the figures of coinage during the last four years:—

	R
1900-1901 . . . . .	17,14,79,318
1901-1902 . . . . .	4,95,20,460
1902-1903 . . . . .	11,27,22,680
1903-1904 (11 months only) . . . . .	14,07,07,090

20. There have been very heavy demands for currency in connection with the disposal of the bumper rice crop in Burma, the large cotton crops in Bombay and Central India, and the generally good crops of cereals and seeds. The demands for currency began this year somewhat earlier than usual, and the strain on our resources was at its height towards the close of the first week of January, fully six to seven weeks before the usual period. A certain nervous anxiety prevailed for a time in financial circles, particularly in Calcutta, induced by the rapid and unusually early decrease in the stock of silver coin held in the currency reserve, which fell on the 7th of January to so low a figure as ₹7,50,76,000. Although the strain came, as I have pointed out, unusually early and surprised many, Government had taken measures in good time to meet possible difficulties, and within one week from the date of low-water mark, that is by January 15th, and notwithstanding the continuance of very heavy demands, we added approximately a crore to the amount of rupees in the Currency Reserve, and by the end of February we held in the Currency Reserve approximately  $10\frac{3}{4}$  crores, or about  $3\frac{1}{4}$  crores more than on January 7th. In this connection, I may mention that the withdrawals of rupees from the Currency Reserve during the single month of December amounted to no less than ₹4,05,23,000. The nearest approach hitherto to this extraordinary figure was in January 1903, when the withdrawals reached ₹3,77,17,000.

21. I submit a table which I think will be found of interest, showing month by month the gain or loss in the stock of rupees held in the Currency Reserve during the last four years, such gain or loss being calculated without reference to the additions which have been made from time to time by new coinage. It will be observed that the total loss during the period has amounted to approximately  $21\frac{3}{4}$  crores, and I may mention that the amount of new rupees coined for Government, exclusive of recoinage of withdrawn rupees of 1835 and 1840 issues, has during the four years amounted to approximately  $26\frac{1}{2}$  crores. The withdrawals of rupees from the Currency Reserve do not in any way necessarily correspond with amounts of new coinage, but there will in existing circumstances be a certain general connection between them. There will only be a direct correspondence when gold is taken from the Currency Reserve to purchase silver for coinage; but silver may also be purchased from the proceeds of Council drafts, or



locally, and moreover, differences will arise on account of coinage for Native States, and coinage to replace withdrawn rupees of early issues. The two latter sources of difference have been allowed for in the following statement :—

[In thousands of rupees.]

	1900-01.	1901-02.	1902-03.	1903-04.	Average.
	Gain+loss—.	Gain+loss—.	Gain+loss—.	Gain+loss—.	Gain+loss—.
April . . . . .	—2,21,73	—1,77,62	—85,07	—2,14,76	—1,74,79
May . . . . .	+10,37	+17,84	+45,50	—18,26	+13,87
June . . . . .	+1,00,13	+2,59,98	+1,57,57	+91,55	+1,52,31
July . . . . .	—68,40	+51,30	+91,34	+21,02	+23,97
August . . . . .	—2,06,69	—80,48	—53,18	—1,15,00	—1,13,84
September . . . . .	—1,94,51	—77,73	—1,09,34	—2,25,77	—1,51,84
October . . . . .	—1,90,43	+76,55	—47,60	+12,30	—37,30
November . . . . .	—1,03,08	+2,93	—88,25	—1,97,82	—96,56
December . . . . .	—1,76,25	—1,95,18	—2,14,29	—4,05,23	—2,47,74
January . . . . .	—2,04,44	—83,60	—3,77,17	—2,12,86	—2,19,52
February . . . . .	—2,04,06	—1,10,69	—1,93,86	—2,02,10	—1,77,68
March . . . . .	+1,62,98	+34,51	—3,14	...	+64,78
Total gain or loss . . . . .	—12,96,11	—2,82,19	—8,77,49	—14,66,33	—9,80,53
Add on account of coinage of Native States in 1900-01, and withdrawals of old issues . . . . .	+3,73,69	+1,16,58	+8,07,25	+4,52,10	+4,37,40
Net gain or loss . . . . .	—9,22,42	—1,65,61	—70,24	—10,14,23	—5,43,13

22. In anticipation of the heavy demands certain to arise as the result of exceptionally good crop prospects, we had already in the month of October commenced the purchase of silver and the coinage of rupees, and when the crisis came we had considerable stocks of bullion both in the Mints and in course of delivery from England, whilst further parcels were under orders. I think that it is not sufficiently recognised by the banking and commercial community that a low stock of rupees in the Currency Reserve, which might give some reasonable cause for apprehension in the absence of preparations for a rapid increase should necessity arise, is not an indication of danger when such preparations have been made, as on the present occasion. Danger point when there has been no provision and no preparation, is not danger point when all due precautions have been taken to meet a strain.

23. In connection with the large coinage during the last few months, I think I should take this opportunity of expressing my warm appreciation of the manner in which the Mint Masters and all those responsible for the conduct of minting operations have worked to satisfy public requirements and to maintain the high reputation of the Mint staff. Work at the Mints is conducted under many difficulties owing to the fact that when coinage operations were resumed some four years ago, after a long period of comparative idleness, the machinery and appliances were found to be in many respects inadequate and unsuitable to meet the strain of very heavy work. Proposals have been under consideration for the establishment of a combined Mint with new machinery, and with all the latest improvements, but various objections have been raised to the scheme, and, meanwhile, the Mint staff are to be congratulated on their success in coping with the difficulties arising from the imperfections of existing arrangements.

24. Large as was the sale of Council Drafts during the year 1902-1903, the amount has been very greatly exceeded during the current year. It has already reached £22,592,900, and it is estimated that it will attain the altogether phenomenal figure of £23,700,000; and in addition to this quite abnormally large sale of Council Bills, the imports of gold up to the end of February reached a figure approximating 12 millions sterling.

The Secretary of State by his drawings, and the Government of India by measures taken locally, have done all in their power to meet the demands of trade. The question of how this should best be done, has been and is likely still further to be, a matter for some discussion; here I would only say that I adhere to my opinion that it is impossible

to admit the direct responsibility of Government to immediately, and in all circumstances meet abnormal demands. Government have every right to expect that those who make it their special business and derive a profit from financing the trade of the country, will consider beforehand what are likely to be their requirements and make due preparation to meet the wants of their customers. We on our side will do all we can, and it is our intention in view of a probably permanent increase in demands for rupees during the winter season, to increase the standard of the stock of silver coin which it has hitherto been considered sufficient to hold in the Currency Reserve at the beginning of October, and further, to take permanent measures to enable a rapid addition to be made to that stock without the risk of delay in importing silver bullion for coinage.

As regards the events of the last few months I may point out that opinions in the most competent financial circles in India were by no means unanimous in anticipating the great demand for coin which arose. As late as December 15th none of the Presidency Banks had found it necessary to raise their rate above 4 per cent, and this rate is primarily dependent on the rates at which money is being offered in the open market; by January 5th all the Presidency Banks had, however, been obliged to raise rates to 6 per cent. This very rapid rise does not appear from the figures before us, to have been in any way due to low balances held by the Presidency Banks at the beginning of the period of pressure. It was caused by the extraordinary trade demands which the Presidency Banks alone appear to have been in a position to satisfy, and I have not heard of any case in which accommodation was refused to regular customers when good security was forthcoming. Similarly, Government showed no hesitation throughout the crisis, in exchanging gold and notes for rupees when demanded. I must insist on the fact that the Currency Reserve is maintained for the purpose of securing the stability of the note circulation and exchanging sovereigns, and as long as all obligations in this respect are fulfilled the public have no claim to further assistance from its resources.

25. During the year, the Gold Reserve Fund has increased from £3,810,730 to £6,382,200, of which amount £6,376,500 are invested in Consols, the National War Loan, and Local Loans Stocks. In addition to these resources, the last returns show a sum of £10,494,556 held in gold in the Currency Reserve.

26. Our exchange operations, as indicated by the rates obtained for Council Bills, have naturally been very favourable during the closing year. The estimated average rate for the rupee for 1903-04 is 16·053*d.* as compared with the rates noted below for the four preceding years:—

1899-1900.	1900-1901.	1901-1902.	1902-1903.	1903-1904 (Estimate).
16·067 <i>d.</i>	15·973 <i>d.</i>	15·987 <i>d.</i>	16·002 <i>d.</i>	16·053 <i>d.</i>

#### Balance of Trade.

27. I have been much surprised to learn that there are considerable misapprehensions abroad on the question of the balance of trade. It is impossible to arrive at precise figures showing the exact situation, but I have considered all available sources of information and have had the following statement prepared:—

	1900-1901.	1901-1902.	1902-1903.	Total of three years.
	£	£	£	£
Secretary of State's budgeted drawings .	16,440,000	16,500,000	16,500,000	49,440,000
Excess value of Exports over Imports .	10,983,073	17,989,511	18,611,170	47,583,754
Deduct—Transfer of Rupee Paper to India, <i>net</i> . . . . .	—908,260	1,212,670	1,152,470	1,456,880
Excess balance of Exports . . . . .	11,891,333	16,776,841	17,458,700	46,126,874
Add—Payments by the War Office on account of supplies furnished to China and South African Forces . . . . .	1,471,048	521,028	153,266	2,145,342
Total excess under classification of "Exports" . . . . .	13,362,381	17,297,869	17,611,966	48,272,216
Deficit over period . . . . .	3,077,519	+ 797,869	+ 1,111,566	1,167,784